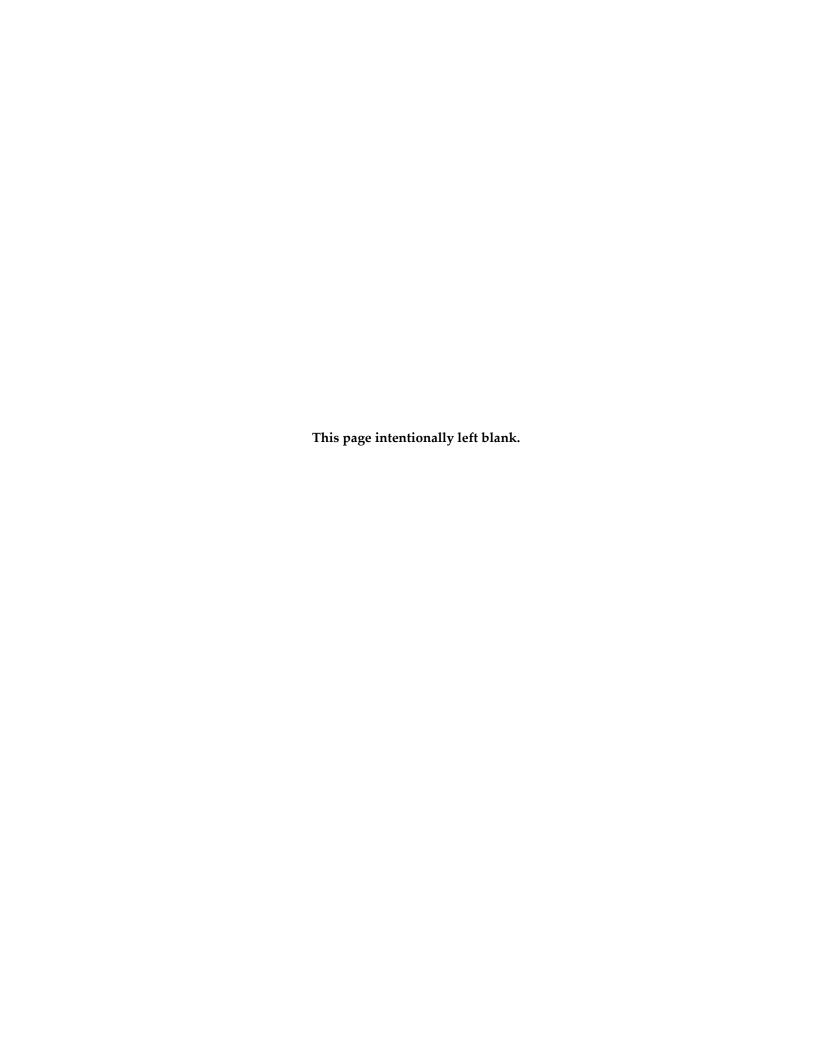
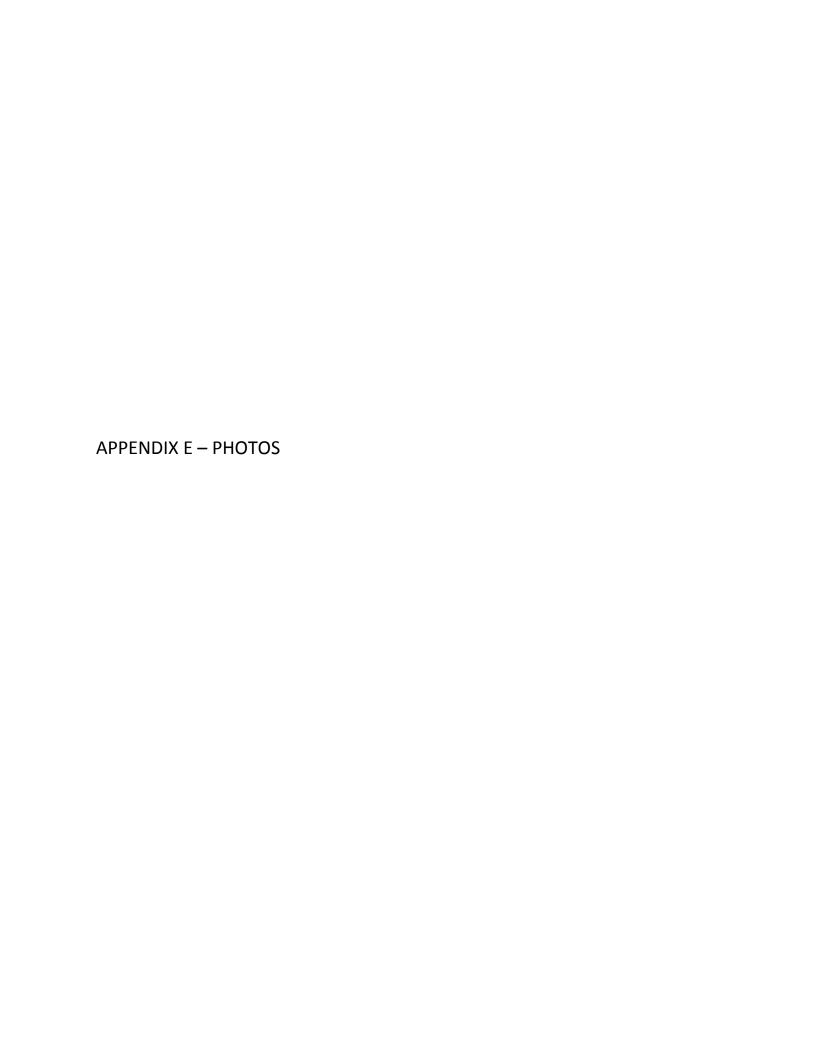
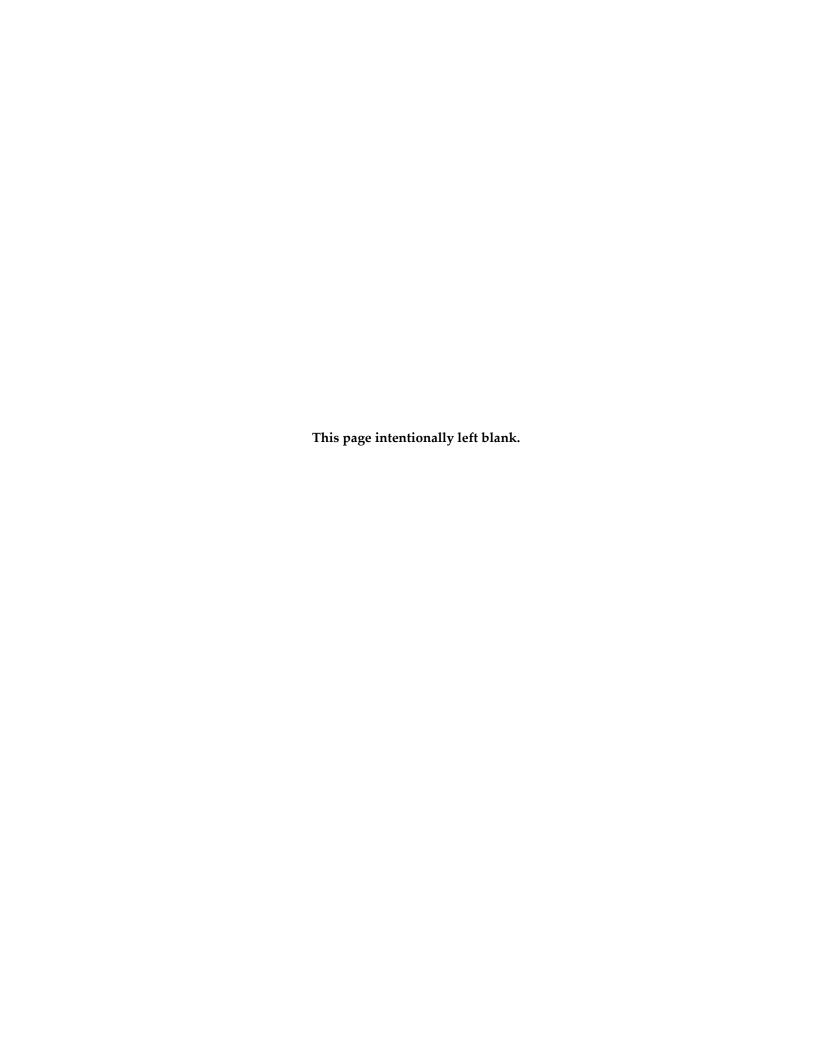
Appendix N-PH

Public Hearing Summary and Analysis Report

Part 2 of 3

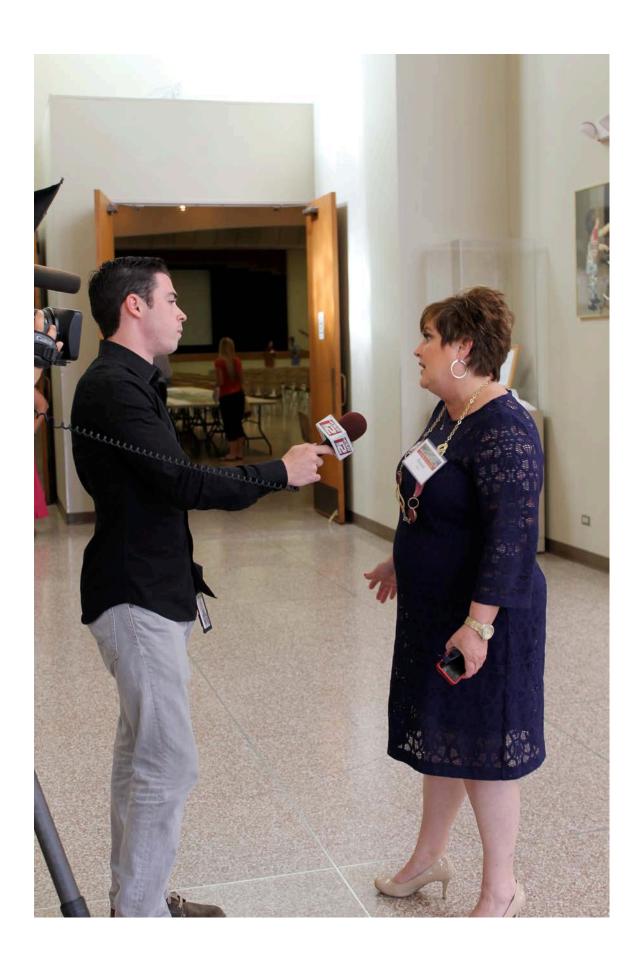
































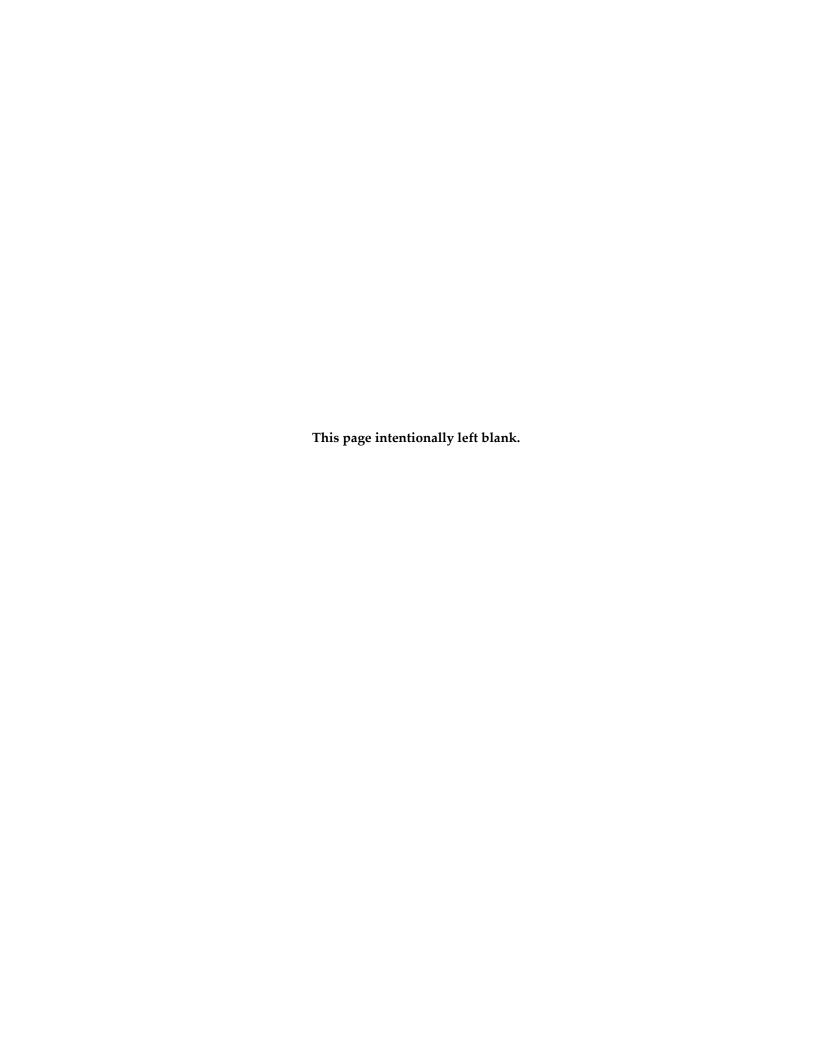




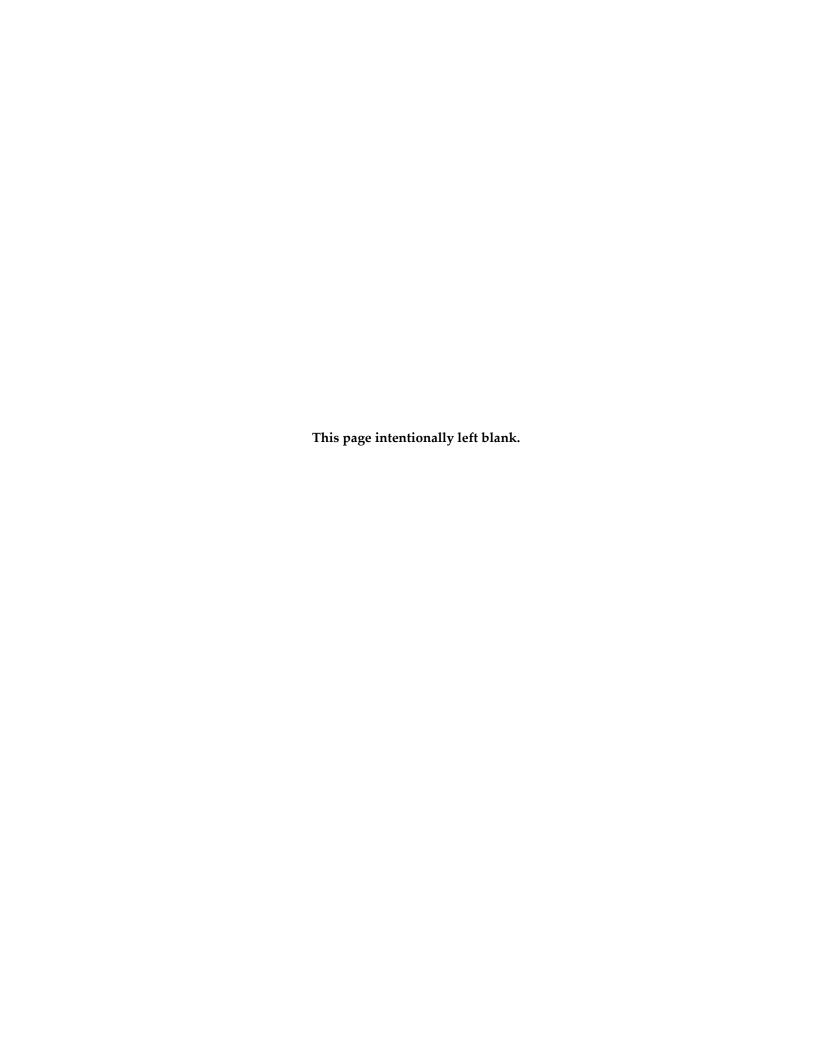


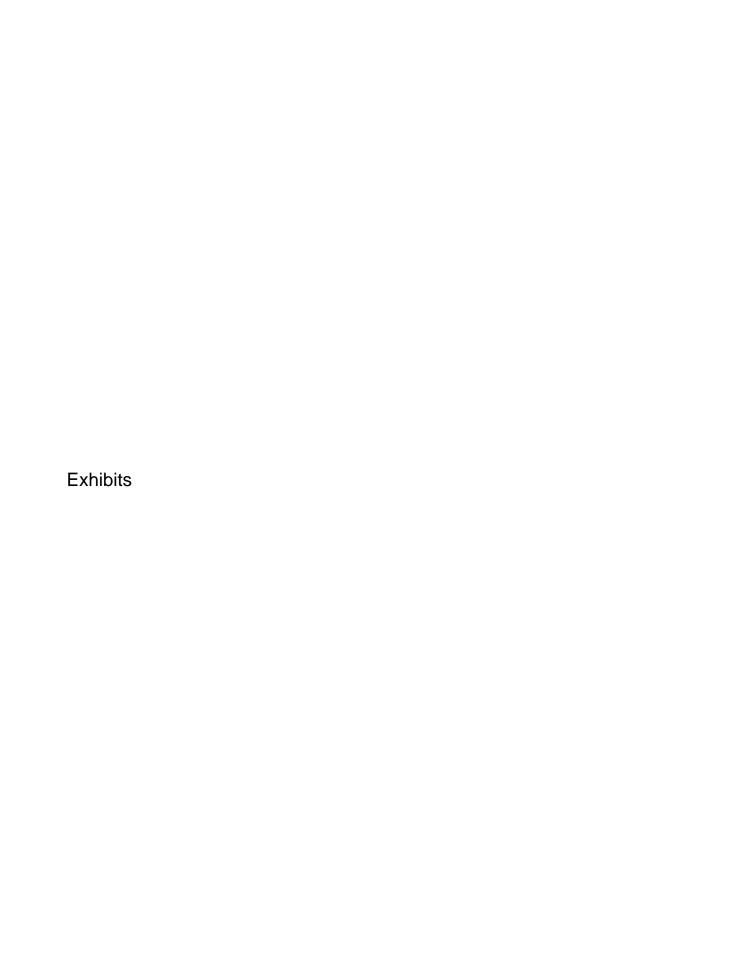


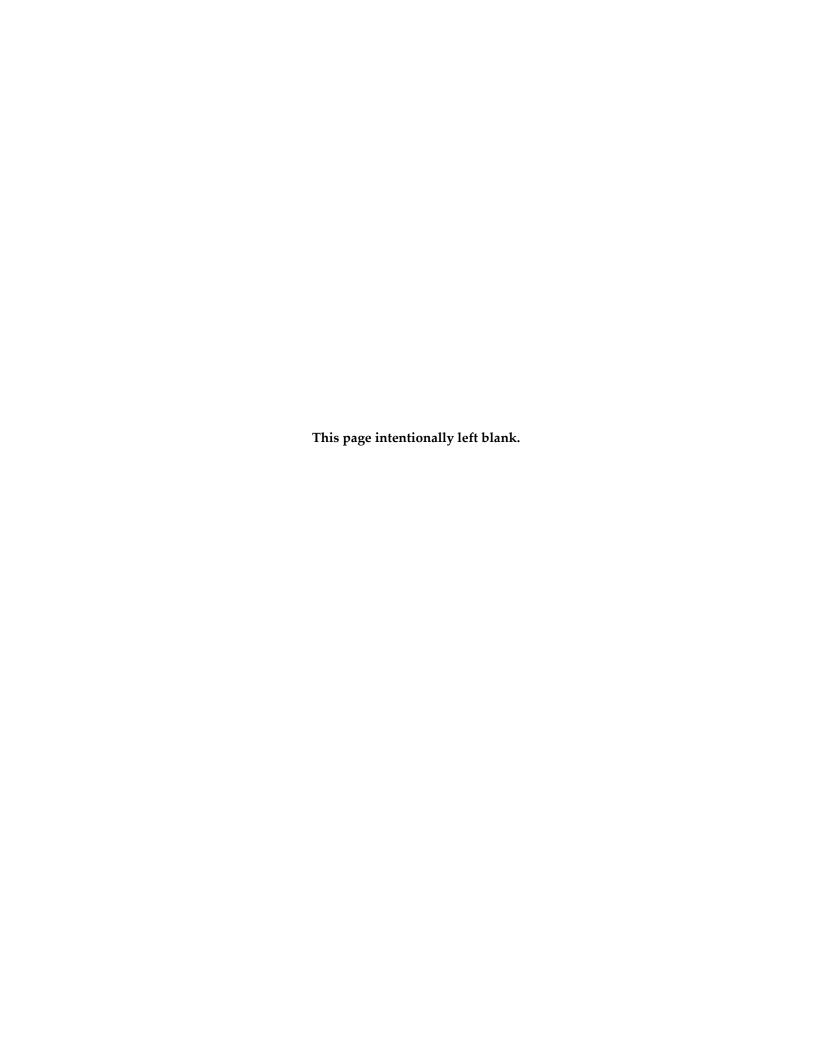




APPENDIX F – EXHIBITS AND PRESENTATION SLIDES	







Welcome!

US 281

Draft EIS

Public Hearing

AGENDA

5:00 PM OPEN HOUSE

7:00 PM WELCOME &

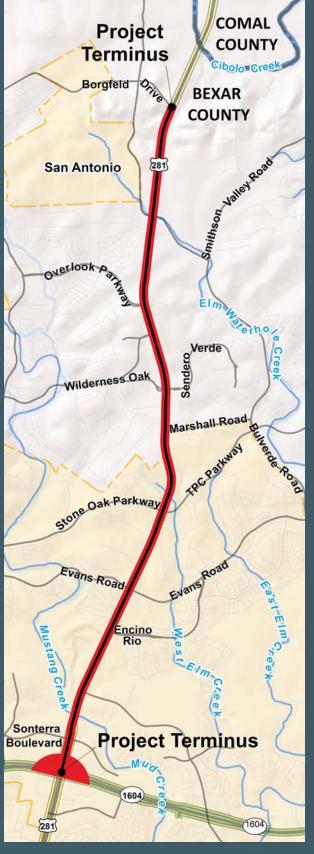
PRESENTATION

7:30 PM RECESS

7:45 PM PUBLIC HEARING

TESTIMONY

ADJOURN



THURSDAY, JUNE 20, 2013





HOW TO SUBMIT COMMENTS









Tonight at the Public Hearing:

- Sign-up to Speak
- Give your comments verbally to the Court Reporter
- Fill out a comment card and drop in the comment box

Electronic Methods:

- E-mail to <u>US281EIS@AlamoRMA.org</u>
- Websitewww.411on281.com/US281EIS

Mail:

TxDOT-ENV

Attention: Vicki Crnich

125 E. 11th Street

Austin, Texas 78701-2483

All written comments must be received by July 1, 2013 to be part of the official record



REGISTER TO SPEAK

	SPEAKER REGISTRATION CARD US 281 Draft Environmental Impact Statement - Public Hearing June 20, 2013 5:00 p.m. June 20, 2013 5:00 p.m. San Antonio Shrine Auditorium San Antonio Shrine Auditorium San Antonio, TX San Antonio Table. Instructions: If you wish to speak at the Public Hearing, please complete this card and return it to the Speaker Registration Table. Name (print):	
\	Name (print): Address: Representing (optional): Representing (optional): Each speaker will be limited to three (3) minutes and there is no transferring of time to others.	_

All speakers are limited to 3 minutes per person.

Remaining time cannot be allocated to another individual.





COURT REPORTER

All comments given to the Court Reporter will be included in the Public Hearing Record





STATION 1

EIS Process and Background

281 EIS

AGENCIES INVOLVED IN THE EIS PROCESS

LEAD AGENCIES:

- Federal Highway Administration
- Texas Department of Transportation
- Alamo Regional Mobility Authority

US 281 EIS Cooperating Agencies:

- U.S. Army Corps of Engineers
- U.S. Department of Agriculture, Natural Resources Conservation Service
- U.S. Environmental Protection Agency
- · U.S. Fish and Wildlife Service

US 281 EIS Participating Agencies:

- BIA-Anadarko
- Tribal Nations: Apache Tribe of Oklahoma, Wichita and Affiliated Tribes, Alabama-Quassarte Tribal Town, Caddo Nation of Oklahoma, Comanche Nation of Oklahoma, Kiowa Indian Tribe of Oklahoma, Mescalero Apache Tribe, Seminole Nation of Oklahoma, The Delaware Nation, Tonkawa Tribe of Indians of Oklahoma
- Camp Bullis
- Texas Historical Commission
- Texas Parks and Wildlife Department
- Texas Commission on Environmental Quality
- Bexar County
- City of San Antonio
- Town of Hollywood Park
- Comal County
- City of Bulverde
- Edwards Aguifer Authority
- San Antonio Water System
- San Antonio River Authority
- San Antonio Bexar County Metropolitan Planning Organization
- VIA Metropolitan Transit
- Alamo Area Council of Governments
- Alamo Area Rural Planning Organization
- BexarMet (now part of San Antonio Water System)



US 281 EIS PUBLIC INVOLVEMENT

Public Meetings

- Public Scoping Meeting #1 Need and Purpose (August 27, 2009)
 - Attended by 135 people
- Public Scoping Meeting #2 Preliminary Project Alternatives (November 2009)
 - Attended by 133 people
- Public Meeting #3 Recommended Reasonable Alternatives (April 2010)
 - Attended by 224 people







Community Advisory Committee

A Community Advisory Committee has been formed that is comprised of representative groups that live or

work along the US 281 corridor to provide input and feedback for the development of longterm mobility solutions in the US 281 corridor.



Members of the Community Advisory Committee include:

- Alamo Area Council of Governments
- Alamo Sierra Club Aquifer Guardians in Urban Areas
- BexarMet (now part of San Antonio Water
- Big Springs HOA Cavalo Creek Homeowners Association
- Cibolo Canyons Resort Community, Inc
- Comal County
- CPS Energy District 9 Neighborhood Alliance
- Emerald Forest HOA Encino Park HOA
- Encino Ranch HOA
- Fort Sam Houston/Camp Bullis
- Greater Edwards Aquifer Alliance Greater San Antonio Builders Association
- **HEB Grocery Company**

- Lookout Canyon Property Owners
- Mesa Vista Homeowners Association
- Methodist Stone Oak Hospital
- Mountain Lodge HOA North San Antonio Chamber of Commerce
- Northeast ISD
- Professional Engineers in Private Practice Real Estate Council of San Antonio

 - San Antonio Toll Party San Antonio Water System
 - Stone Oak Business Owners Association
 - Stone Oak Property Owners Association
 - Summerglen Homeowners Association Town of Hollywood Park
- Texans Uniting for Reform and Freedom Timberwood Park VIA Metropolitan Transit

Peer Technical Review Committee

The Federal Highway Administration, the Alamo Regional Mobility Authority and the Texas Department of Transportation have created a Peer

Technical Review Committee to provide a range of expertise at key coordination points throughout the EIS process.



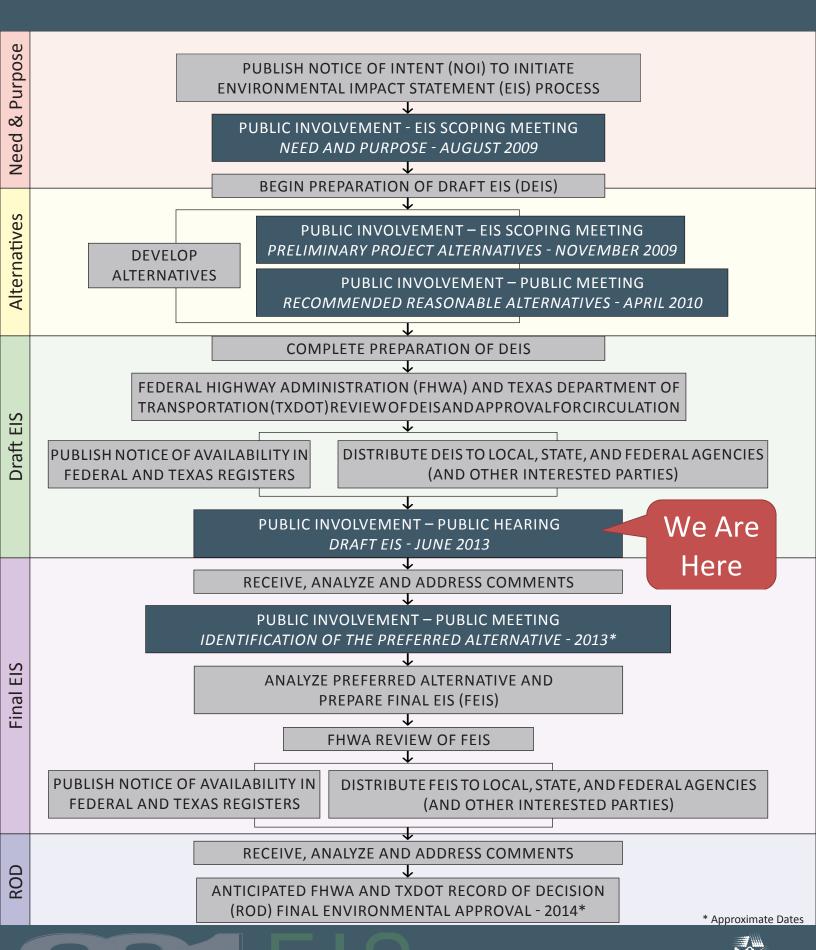
Members of the Peer Technical Review Committee include:

- Federal Highway Administration (Committee Chair)
- Alamo Regional Mobility Authority Texas Department of Transportation
- U.S. Army Corps of Engineers U.S. Fish and Wildlife Service
- Texas Parks and Wildlife Department Texas Commission on Environmental
- Quality Edwards Aquifer Authority
- Bexar County

- · San Antonio Bexar County Metropolitan Planning Organization
- VIA Metropolitan Transit San Antonio Water System
- City of San Antonio
- Texas Historical Commission



ENVIRONMENTAL IMPACT STATEMENT PROCESS



ALAMO RMA

WHAT IS NEPA?

The National Environmental Policy Act (NEPA) requires agencies to undertake an assessment of the environmental effects of their proposed actions prior to making decisions. Two major purposes of the environmental review process are better informed decisions and citizen involvement both of which should lead to implementation on NEPA's policies.

In 1969, the Congress declared "that it is the continuing policy of the Federal Government, in cooperation with the State and local governments, and other concerned public and private organizations, to use all practicable means and measures ...to create and maintain conditions under which man and nature can exist in productive harmony, and fulfill the social, economic, and other requirements of present and future generations of Americans."

Excerpts from: A Citizen's Guide to the NEPA, December 2007



WHAT IS NEPA?

NEPA's National Objectives:

- Fulfill the responsibilities of each generation as trustee of the environment for succeeding generations;
- 2. Assure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings;
- 3. Attain the widest range of beneficial uses of the environment without degradation, risk to health or safety, or other undesirable and unintended consequences;
- 4. Preserve important historic, cultural, and natural aspects of our national heritage, and maintain, wherever possible, an environment which supports diversity, and variety of individual choice;
- 5. Achieve a balance between population and resource use which will permit high standards of living and a wide sharing of life's amenities; and
- 6. Enhance the quality of renewable resources and approach the maximum attainable recycling of depletable resources.

The Congress recognizes that each person should enjoy a *healthful environment* and that each person has a responsibility to contribute to the preservation and enhancement of the environment.

A Federal agency must prepare an EIS if it is proposing a major federal action significantly affecting the quality of the human environment.

Excerpts from: A Citizen's Guide to the NEPA, December 2007



WHAT IS A NEED AND PURPOSE STATEMENT?

The Need and Purpose
Statement explains why an action is necessary and what purpose the action will serve. The Statement serves as the basis for identifying and evaluating preliminary alternatives that meet the Need and Purpose.

Excerpts from: A Citizen's Guide to the NEPA, December 2007

Need:

- Population and employment growth
- Increasing amount of vehicle travel
- Impedes function of US 281 to provide regional mobility and local access
- Lengthy travel delays
- High rate of vehicle crashes
- Negative effects on quality of life

Purpose:

- Improve mobility and accessibility
- Enhance safety
- Enhance community quality of life



Direct, Indirect and Cumulative Impacts

- Social and Economic Resources
- Visual & Aesthetic Resources
- Land Use
- Cultural Resources
- Traffic Noise and Air Quality
- Hazardous Materials
- Water Resources/ Quality
 - Streams
 - Wetlands
 - Edwards Aquifer
 - Floodplains
 - Karst/Geological

- Threatened & Endangered Species
 - Karst Invertebrates
 - Golden-cheeked warbler
 - Black-capped vireo
- Vegetation and Wildlife
- Farmlands
- Bike and Pedestrian Facilities
- Transportation Facilities
- Construction Impacts

STATION 2

Alternatives



DRAFT EIS ALTERNATIVES

No Build

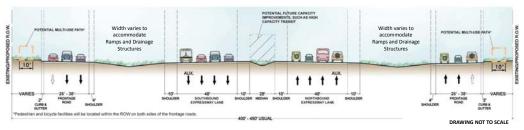
- · Proposed US 281 improvements would not be built
- Provides baseline alternative for comparison to Build Alternatives
- Existing US 281 Super Street would remain
- Existing Loop 1604/US 281 Southern Direct Connectors would remain
- Includes all planned regional transportation Improvements in Mobility 2035 except US 281 project corridor



Aerial of US 281 Super Street at Evans Road

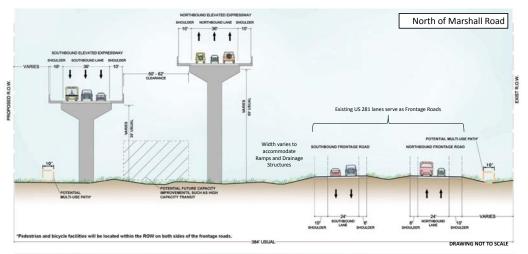
Expressway Alternative

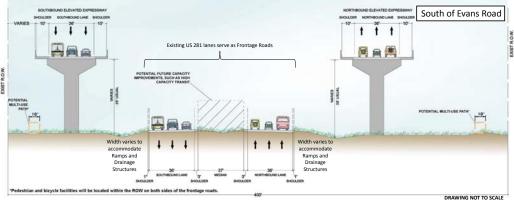
- Three expressway lanes in each direction
- Two to three frontage road lanes in each direction
- Grade-separated cross-streets
- Northern direct connector ramps at US 281/Loop 1604 Interchange (non-toll)
- \$434 \$448 Million (2010/2011 Dollars)



Elevated Expressway Alternative

- Two to three elevated expressway lanes in each direction
- Two to three frontage road lanes in each direction
- Grade-separated cross-streets
- Northern direct connector ramps at US 281/Loop 1604 Interchange (non-toll)
- \$646 \$655 Million (2010/2011 Dollars)





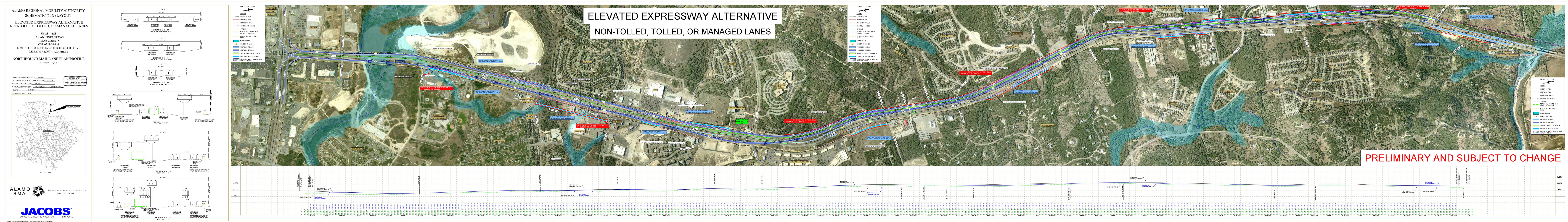
Complementary Elements of All Build Alternatives

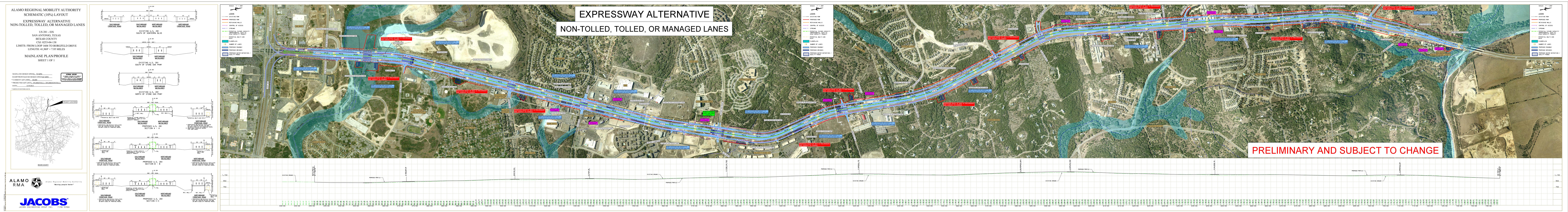
- Bus, Park-and-Ride Facilities
- Bike and Pedestrian Facilities
- Growth Management

- Transportation System Management
- Transportation Demand Management







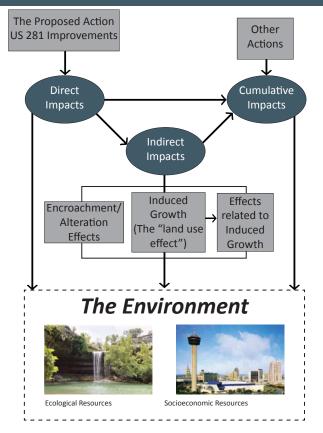


STATION 3

Potential Impacts and Mitigation



What are the Indirect and Cumulative Impacts?



Definitions*

Direct Impacts

- Impacts that are caused by an action and occur at the same time and place as the action
- Example Residential relocations required by a road widening project

Indirect Impacts

- Impacts that are caused by an action and are later in time and farther removed in distance, but are still reasonably foreseeable in the future.
- May include growth inducing efforts or other effects related to changes in the pattern of land use, population density, or growth rate and related effects on air and water and other natural systems.
- "Reasonably foreseeable future" actions or impacts refer to probable not merely possible events

Cumulative Impacts

- Impacts on the environment which result from the incremental impact
 of the action when added to other past, present, and reasonable
 foreseeable future actions regardless of what agency (federal or nonfederal) or person undertakes such action.
- Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.

Similarities and Differences

Indirect

- Caused by the direct effects of the proposed action
- Accounts for present and future actions (not past)
- · Focused on the proposed action and its impacts

Cumulative

- Not necessarily caused by the proposed action
- Accounts for past as well as present and future actions
- · Focus is on natural and socioeconomic resources

*Council on Environmental Quality regulations (40 CFR 1508.7,1508.8)



CULTURAL RESOURCES – SECTION 106 PROCESS

WHAT ARE CULTURAL RESOURCES?

Like all communities, San Antonio has its own history, with unique traditions and resources that tend to flavor local character. These qualities give us a sense of belonging and community pride. The identification and consideration of cultural resources during the environmental analysis of a transportation project helps to balance a community's progress with the preservation of its history. Cultural resources include:

- Archeological Sites
- Historic Sites, Buildings and Objects
- Native American Graves and Cultural Items
- Traditionally Significant Places
- Museum Collections
- Historical Documents
- Religious Sites and Practices
- Folklife, Tradition, and other Social Institutions



San Juan Mission, San Antonio. Photo from National Park Service.

WHAT PROTECTS CULTURAL RESOURCES?

The **National Historic Preservation Act (NHPA)** of 1966 protects important historical buildings, structures, sites and objects. It created an inventory called the National Register of Historic Places (NRHP) to keep track of cultural resources that are important on a national, state, and/or local level. The Texas Historical Commission (THC) is the state agency for historic preservation charged with identifying and preserving Texas' cultural resources. **Section 106** of the NHPA applies to any project taking place on federal land, or that is federally-funded or permitted. Under this law, federal agencies are required to consider the effects of their actions on cultural resources that are included in, or eligible for inclusion in, the NRHP. A cultural resource is "eligible" if it is 50 years of age (with exceptions) or older; possesses integrity of location, materials, design, workmanship, setting, feeling, and association; and, (a) is associated with significant historic events; (b) is associated with significant persons in the past; (c) is architecturally significant; and/or, (d) has yielded, or may yield, information important in prehistory or history.

Federally funded transportation projects are also required to comply with **Section 4(f)** of the U.S. Department of Transportation Act of 1966, which specifies that federal agencies cannot approve the use of land from any historic site of national status or local significance unless there is no prudent and feasible alternative to using that land, and the action includes all possible planning to minimize harm to the historic site resulting from the use.



Data Collection Excavations in 1979 at the Pavo Real site in northwest San Antonio. Loop 1604 is under construction in the background and the archeological site lies directly in the route of the highway expansion.

Photo from www.TexasBeyondHistory.net.

In the EIS Process, cultural resources are first identified by specialists and then assessed for NRHP eligibility and project impacts. The findings are coordinated for eligibility and effects through the THC, and published in the Final EIS. If adverse effects to any historic or archeological sites included in, or eligible for inclusion in, the NRHP, are identified, then provisions of Section 4(f) would apply. Measures to minimize harm to historic sites include avoiding the site, data collection, and/or documenting the site with photos, measured drawings, oral histories, etc.

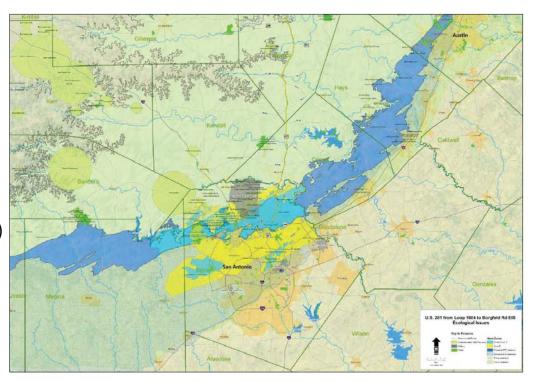
If you would like to be involved in the Cultural Resource Process please talk to one of the US 281 Team Members present tonight.



THREATENED AND ENDANGERED SPECIES

Protection Programs and Enhancement Opportunities

- USFWS Recovery Plan and related refuge system
- TPWD Parks, Natural Areas and Wildlife Management Areas
- USFWS Partners in Wildlife Program (Landowner Conservation Assistance Program)
- Alamo RMA species/survey -Spring 2009, 2010
- Environmental Defense Fund Landowner Conservation Assistance Program



Central Texas Habitat Conservation Plans and Preserves: Southern Edwards Plateau Habitat Conservation
 Plan in progress in San Antonio/Bexar County

Threatened and Endangered Species within the Corridor



Golden-cheeked Warbler (Dendroica chrysoparia)

- Nests only in central Texas mixed Ashe-juniper and oak woodlands, in ravines and canyons.
- They spend the winter in Mexico and Central America then come to Texas in March to nest and raise their young. The Golden-cheeked warbler is the only species that nests exclusively in Texas.
- Listed Endangered May 4, 1990, as a result of long term habitat loss, as mature woodlands have been cleared for development or to grow crops or hay.



Black-capped Vireo (Vireo atricapilla)

- Nests in Texas April through July and spend the winter on the western coast of Mexico.
- They build their nests in low branches of shrubs or trees, like shin oak or sumac, which grow in scattered clumps separated by open grassland.
- Vireos return year after year to the same nesting area, and both parents incubate the eggs and feed the chicks.
- Listed Endangered October 6, 1987, as a result of habitat loss and cowbird nest parasitism.



Karst Invertebrates (shown: Rhadine infernalis [no common name])

- Invertebrates are animals without internal skeletons or backbones such as butterflies, beetles, grasshoppers and spiders.
- Nine species known only from northern Bexar County were listed as endangered December 21, 2000., including
- three beetles, five spiders, and one harvestman (a relative of the common household daddy-longlegs).
- Although they are small and seldom seen, spending their entire lives underground, these invertebrates are biologically and ecologically unique.



Aquifer Species (shown: Texas Blind Salamander [Eurycea rathbuni])

- Over 40 species of highly adapted, aquatic, subterranean species are known to live in the Edwards Aquifer. These include amphipod crustaceans, gastropod snails, and invertebrates.
- Six aquatic species are listed as endangered in the Edwards Aquifer system. These include two fish, two beetles, one amphipod, and one plant (Texas wild rice). Another salamander is listed as Throatened.
- The main problems for all the species are reduced spring flows caused by increased pumping, elimination of habitat, and degradation of water quality caused by urban expansion.





GROUNDWATER WITHIN THE US 281 CORRIDOR

What is an Aquifer anyway?

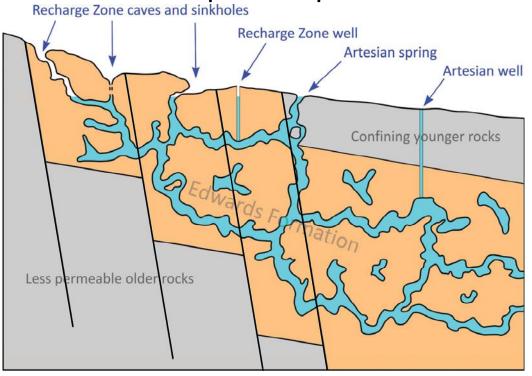
An aquifer is a natural underground reservoir that provides an important water source for people. The Edwards Aquifer is a karst aquifer which underlies much of central Texas and is the primary source of water for over 1.7 million people.



Karst Researcher Descending Into Cave-Sized Conduit

Karst is the word used to characterize terrain where water has dissolved part of the limestone bedrock, creating conduits in the rock (fissures, cracks, sinkholes, caves, etc). Karst aquifers are very sensitive because these conduits carry water from rain and streams directly into the aquifer (this is called recharge). This conduit flow does not filter out contaminants before they reach the aquifer.

Edwards Aquifer Conceptual Model





Aquifer Life

Several aquatic creatures also depend on the Edwards aquifer as their sole-source of water. Some of these are threatened or endangered species.

The **contributing zone** of the aquifer is the upland area where rainfall contributes to streams that eventually flow into the recharge zone. The **recharge zone** of the aquifer is exposed at the surface and rain and streams can flow directly into the aquifer through conduits and pores in

the rock. The **confined zone** of the aquifer has less permeable rock or clay above it; water in this zone can be under pressure which causes **artesian** wells to flow without pumping.



Inside an Underground Karst Conduit



Threats to the Aquifer

The sensitive nature of the karstic Edwards aquifer makes it susceptible to threats such as:

- Contamination
- Impervious cover which reduces recharge
- Too much demand/over pumping
- Drought

AIR QUALITY

Evaluating Air Quality in the Environmental Impact Statement



As part of the Draft EIS, Carbon Monoxide modeling and a Mobile Source Air Toxics analysis was performed.

CARBON MONOXIDE

Carbon Monoxide is an air pollutant whose main source is vehicle exhaust. It also comes from natural processes such as volcanoes and wildfires and other manmade sources such as industrial processes, fossil fuel-fed power production.

Exposure to high levels of carbon monoxide poses serious health risks. In the atmosphere, carbon monoxide interacts with other elements to form methane and ozone.

OZONE

Ozone is a ground-level air pollutant that is harmful to respiratory health and is the main component of smog. Ozone also acts as a greenhouse gas in the upper atmosphere.

From 2004 to 2006 Bexar County was in non-attainment with the EPA's National Ambient Air Quality Standards for Ozone. Through regional and state efforts, attainment in Bexar County was achieved in April 2008.

The EPA passed a more stringent standard for ozone in 2008 which went into effect in 2010. Based on preliminary EPA projections, Bexar County's ozone levels meet this new standard.

Source: Environmental Protection Agency & Texas Commission on Environmental Quality

MOBILE SOURCE AIR TOXICS (MSAT)

Mobile Source Air Toxics are pollutants that are emitted from mobile sources such as cars, trucks, buses, and motorcycles and can pose health risks to the general community at high levels.

The MSAT chemicals to be analyzed for the Final EIS include:

- Benzene
- Formaldehyde
- Acetaldehyde
- Diesel particulate matter/ diesel exhaust organic gases
- Acrolein
- 1,3-butadiene





TRAFFIC NOISE ANALYSIS

- Draft EIS identifies potential noise wall locations
- Final EIS analyzes Preferred Alternative
 - Traffic Noise analysis will be revised
 - Need for and location of noise walls could change
- If a build alternative with noise walls is approved, adjacent property owners will vote on whether they want a noise wall constructed





281 EIS

POTENTIAL DIRECT IMPACTS

		Alternative and Funding Option Expressway Alternative Elevated Expressway Alternative			ernative		
		Non-Toll	Toll	Managed	Non-Toll	Toll	Managed
Length (miles)			7.3	ı		7.3	1
Construction Cost (2010/2011 Dollars [Million ROW costs (2010 Dollars [Millions])	376.9	389.8 30.7	389.8	581.6	589.9 23.9	589.9	
Engineering / Professional Services Estimate (26.4	27.5	27.5	40.7	41.4	41.4	
Total (2010/2011 Dollars [Millions])	434	448	448	646.2	655.2	655.2	
Decidential simple (model formille (Asses))	raft EIS - Chapter 3			I	1.5		
Residential - single/multi- family (Acres) Commercial - mixed, office, retail (Acres)		5 26.8			1.6 26.1		
Educational (Acres)		26.8		0			
Government / Institution (Acres)		0		0			
Parks (Acres) Section 4(f)/6(f) Resources (Acres)		0		0			
Mining (Acres)		0			0		
Place of Worship (Acres)	0.3			0			
Forest (Acres)	18.3			20.3			
Range Land (Acres) Open Space (Acres)	69.5 2.1			41.7 6.4			
Industrial (Acres)		0.1		0.3			
Transportation/ Utilities (Acres)		6.4		2.7			
Total (Acres)	Familia de II	128.5		99.1			
Project Area (Acres)	Farmlands (I	Oraft EIS - Chapter 3, Section 3.3)		0			
	Displacements	(Draft EIS - Chapte					
Single-Family (# of potential)			1			0	
Commercial (# of potential)			26			28	
Utilities (# of potential)	ROW Impacts (Draft EIS - Chapter 3, Section 3.4.4)			0		
Additional Right-of-Way Required (Acres)	now impacts (128.5		99.1		
	Potential Loss in Tax Re	evenue (Draft EIS -	Chapter 3, Section	3.4.4)			
City of San Antonio (Annual Property Taxes)			\$29,249		\$22,034		
Bexar County (Annual Property Taxes) North East ISD (Annual Property Taxes)			\$135,469 \$135,489			\$105,180 \$48,884	
Comal County ISD (Annual Property Taxes)			\$233,945			\$171,158	
	Pedestrian and Bike F	acilities (Draft EIS -		3.5)			
Planned	Air Overlites (Duest FIS Chantan	Yes			Yes	
	Carbon Monoxide Emission Co	Draft EIS - Chapter oncentrations (Dra		ection 3.7.3)			
Year 2015 (Stone Oak Parkway)	One-hour carbon monoxide (parts per million)		2.8	200000000000000000000000000000000000000		2.2	
	One-hour % (National Ambient Air Quality Standards)		8%			6%	
	Eight-Hour carbon monoxide (parts per million)		1.8			1.4	
Year 2035 (Stone Oak Parkway)	Eight-hour % (National Ambient Air Quality Standards) One-hour carbon monoxide (parts per million)		20%			2.3	
Year 2035 (Stone Oak Parkway)	One-hour % (National Ambient Air Quality Standards)	8%		7%			
	Eight-Hour carbon monoxide (parts per million)		1.8		1.5		
Versi 2045 (Delevente Desett)	Eight-hour % (National Ambient Air Quality Standards)		20%			17%	
Year 2015 (Bulverde Road)	One-hour carbon monoxide (parts per million) One-hour % (National Ambient Air Quality Standards)	<u>2</u> 6%		2.2 6%			
	Eight-Hour carbon monoxide (parts per million)	1.3		1.4			
	Eight-hour % (National Ambient Air Quality Standards)		14%			16%	
Year 2035 (Bulverde Road)	One-hour carbon monoxide (parts per million)	2.5		2.8			
	One-hour % (National Ambient Air Quality Standards) Eight-Hour carbon monoxide (parts per million)			8% 1.8			
	Eight-hour % (National Ambient Air Quality Standards)		18%			20%	
	Preliminary Traffic Noise	Impacts (Draft EIS	- Chapter 3, Section	n 3.8.2)			
Sensitive Receptors (Total number of potential		71	71	71	107	108	107
Increased Impermeable Surface Area (Acres)	Impacts to Floodpla	ins (Draft EIS - Cha	pter 3, Section 3.9	.1)		83	
Stream Crossings (#)		86 12		83 12			
Permanent Impacts to Stream Crossings (#)		9		6			
Wooded (Acres within Right-of-Way)	(Draft EIS - Chapter 3, Section 3.14.3)		90				
Unmaintained: non-wooded (Acres within Right-of-Way)	98 118		80 111				
Developed: including maintained non-woode	169			170			
	Wildlife (Dra	ft EIS - Chapter 3,					
Wooded Habitat (Acres)	Bexar County Karst Zo	nos (Draft Els. Ch	98	16.3)		80	
Zone 1 (# of features /Acres)	bexar County Karst 20	Jiles (Diait Eis - Ch	36 / 242	10.31		36 / 238	
Zone 2 (# of features /Acres)	9 / 165		8 / 149				
Zone 3 (# of features /Acres)	10 / 102		10 / 92				
Zone 4 (# of features /Acres) Zone 5 (# of features /Acres)	0/0		0/0				
			0 / 3 bler (Draft EIS - Chapter 3, Section 3.16.3)		U/3		
Habitat (Acres) 65 56							
Cultural Resources (Draft EIS - Chapter 3, Section 3.17)							
Historic (Potential Non-archeological Historic Resources) 0 0 Archeological (Archeological Sites Recommended for Further Work) 1 1							
Parkland and Recreational Areas (Draft EIS - Chapter 3, Section 3.18)							
Parklands(# /Acres) 0.0 /0 0.0 /0							
Recreational Areas (# /Acres) 0.0 /0 0.0 /0							
Potential Hazardous/Regulated Materials (Draft EIS - Chapter 3, Section 3.19.3) Hazardous Materials Spill (#) 1 1							
Tracar uous invarientais Spiri (#) Leaking Petroleum Storage Tanks (case closed) (#) 2				1			
Properties with Known Hazardous Material C	1 1						
Properties that are Regulated for Hazardous and Regulated Materials (#)			4 5				
Viewshed (Greater impact to roadway user or	Visual (Draft EIS - Chapter 3, Section 3.20) Viewer (Greater impact to roadway user or viewer?) Viewer Viewer						
Residential Properties within the Foreground		805		Viewer 815			
	805				815		



MITIGATION MEASURES FOR POTENTIAL DIRECT IMPACTS

Pasaura	Detautial Mitigation and Manitoring Ontions		
Resource Land Use	Potential Mitigation and Monitoring Options No mitigation measures are proposed; the US 281 Corridor Project is consistent with existing local and regional plans.		
Farmlands	No mitigation measures are proposed; however, if changes are made to the alignment of the Preferred Alternative in the Final EIS analysis, additional coordination with Natural Resource Conservation		
Environmental Justice	Service will occur, which will include a discussion of mitigation measures. Mitigation measures may include:		
	- Continue to seek meaningful involvement of low-income and minority communities in the project development.		
	- Publish Spanish language versions of the Public Hearing notice in a locally-circulated Spanish language newspaper and include it with notice to affected property owners. - If the Preferred Alternative includes either the toll or managed lane option, produce bilingual tolling/managed lanes informational materials for the website and general distribution.		
Displacements	Displaced businesses and residences are eligible for assistance per the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended by the		
	Uniform Relocation Act Amendments of 1987. Assistance may include identification of replacement properties that are: - Comparable in size, amenities, and neighborhood type		
	- Comparative in Size, amenities, and neignitor most type - Within the financial means of all displaced persons		
Dialet of Mary Income	- Similarly accessible to public services and employment Acquisition of proposed right-of-way will be conducted in compliance with TxDOT's Right-of-Way Manual Volume 2 – Right-of-Way Acquisition, as revised August 2011.		
Right-of-Way Impacts Potential Loss in Tax Revenue	The US 281 Corridor Project has the potential to remove taxable property from the tax rolls of the local taxing jurisdiction and therefore result in a loss of tax revenues. The property value of land		
	adjacent to the US 281 Corridor Project has the potential to increase as a result of improved safety, mobility, functionality, and quality of life within the corridor, thereby allowing taxing jurisdictions to		
	increase tax revenues. These potential increases in property value would partially off-set the loss in tax revenue that would result from the conversion of land and improvements to the transportation Right-of-Way.		
Pedestrian and Bicycle Facilities	Pedestrian and Bicycle Facilities should be designed in compliance with the Americans with Disabilities Act. Pedestrian and Bicycle Facilities could include:		
	- Sidewalks - Bike Racks - Crosswalks - Bicycle/Pedestrian Trails and/or Paths - Sidewalk Furniture		
	- Dedicated/Partially-dedicated/Shared Bike Lanes - Safety Lighting		
Air Quality	- The US 281 Corridor Project is subject to a regional air quality analysis - Contractor could schedule construction activities to minimize disruptions to traffic, especially during peak travel periods to minimize emissions		
	Contractor should comply with federal, state, and local regulations concerning the generation of dust from construction activities which may include:		
	o Cover or treat disturbed areas with dust suppressors		
	o Use tarpaulins on loaded trucks o Water dust generating surfaces		
Traffic Noise	Noise abatement measures could include:		
	- Traffic management strategies - Buffer zones		
	- Noise barriers such as walls or earthen berms		
	Noise associated with construction could be reduced by:		
	- Implementing work-hour controls		
Water Quality	- Ensure proper maintenance of muffler systems of construction equipment - Coordination with Texas Commission on Environmental Quality would be pursued to maintain compliance with:		
. ,	o Section 404 of the Clean Water Act o Texas Pollutant Discharge Elimination System permitting requirements		
	o Section 401 water quality certification o Notice of Intent General permitting requirements o Edwards Aquifer Protection Program		
	- A Storm Water Pollution Prevention Plan could be implemented including strategies such as:		
	- A storm water Polition Plan Could be implemented including strategies such as. O Silt fences O Hay bales		
	o Inlet protection barriers o Seeding or re-vegetating excavated soils		
	- Low Impact Development strategies could be implemented including:		
	o Bioretention o Storm water filter cartridge o Permeable friction course o Hydrodynamic storm water separator wet vault		
	o Biological media filter vault		
	Groundwater quality mitigation strategies could be implemented including:		
	- Define extent of existing contamination plumes - Treat contaminated water		
	- Predict groundwater flow paths - Use filter strips, sand filters, extended detention ponds, bioswales, and/or rain gardens		
Floodplains	- Build and maintain monitoring networks Strategies to minimize impacts to floodplains include:		
	- Provide flood water storage adjacent to the roadway via detention facilities		
	- Design drainage structures to accommodate anticipated high flows to reduce upstream and downstream adverse impacts - Design detention facilities and drainage structures that manage stormwater while enhancing water quality		
Wetlands and Other Waters of the U.S.	Strategies to minimize impacts to wetlands and other Waters of the U.S. could include:		
	- Implement erosion and sediment control measures during and after construction - Minimize de-vegetation - Use bridge crossings instead of filled embankments		
	- winimize de-vegetation - Use original interest of mise demands in med emands in med		
Vegetation	Alleviate flow alterations caused by structures		
Vegetation	Non-regulatory compensatory mitigation is not proposed; however, several strategies have been contemplated to reduce adverse impacts to vegetation including: - Preserve trees that neither compromise safety nor interfere with construction activities		
	- Re-vegetate disturbed areas with trees and groundcover		
	- Use beneficial landscape practices which include: o Use of regionally native plants o Reduce use of fertilizers and pesticides		
	o Use construction practices that minimize adverse impacts to the natural habitat o Design landscaping to be water efficient and to reduce runoff		
Wildlife	Prevent introduction of invasive species To avoid adverse impacts to migratory birds, the contractor could implement measures to prevent migratory birds from building nests in the construction area between March and August and/or		
whalle	could remove any old migratory bird, the contractor could implement measures to prevent migratory birds from building flests in the construction area between March and August and/or could remove any old migratory bird nest between September and January.		
	To avoid adverse impacts to aquatic wildlife, the contractor would minimize the area to be disturbed, replant the areas cleared, and/or optimize stream diversion to include low flow augmentation of		
Threatened & Endangered Species -	intermittent streams. If potential karst features or caves are revealed during construction activities, work would be ceased within 344 feet of the feature, the feature would be covered and a Section 10(A)(1)(a) permitted		
Karst Species	karst biologist would inspect the site as soon as possible to evaluate potential species habitat.		
Threatened & Endangered Species -	Strategies to minimize impacts to the golden-cheeked warbler during construction include:		
Golden-Cheeked Warbler	- Limit vegetation removed in wooded areas during nesting and breeding season (March to September)		
	- Limit removal of vegetation to that necessary for construction the US 281 Corridor Project - Locate construction staging areas away from known or potential golden-cheeked warbler habitat		
	- Re-seed disturbed area with native vegetation after construction		
Cultural Resources	Additional field surveys for historic and archeological resources will be conducted for the Preferred Alternative and documented in the Final EIS. Section 106 consultation will be coordinated per the		
	requirements of the National Historic Preservation Act. The results of the cultural resources surveys and Section 106 coordination will be shared with the public and available for comment between the Draft EIS Public Hearing and the circulation of the Final EIS. If unanticipated archeological resources are encountered during construction, work would cease and post-review discovery procedures		
	would be initiated by a certified archeologist.		
Parklands & Recreational Areas Potentially Hazardous & Regulated	No mitigation measures are proposed. A Phase I Environmental Assessment in compliance with American Society for Testing and Materials Standard E 1507-05 could be conducted during the acquisition of right-of-way to determine		
Materials	appropriate mitigation requirements. Other mitigation measures may include:		
	- Take appropriate measures to prevent, minimize, and control the spill of hazardous materials in the construction staging area - Minimize or eliminate use of construction equipment within sensitive areas		
	- Ninimize of eliminate use of construction equipment within sensitive areas - Remove all construction materials used as soon as work schedules permit		
Visual 9 Apathasia Qualiti	- Develop soil and/or groundwater management plans to respond to the discovery of contamination during construction		
Visual & Aesthetic Qualities	Context Sensitive Solutions will be explored which could include: - Aesthetic treatments to structural components (retaining walls, bridges, signage, storm water management features, safety features, pedestrian and bicycle amenities)		
	- Architectural details (landscaping and revegetation, lighting design/energy usage, colors, finishes)		

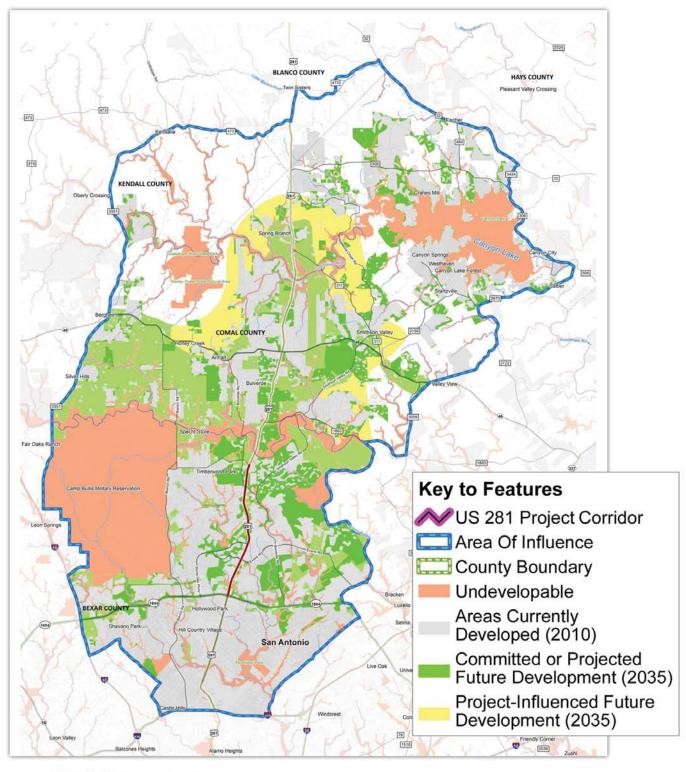


POTENTIAL INDIRECT IMPACTS

Forecast Albertain Efforts					
	Encroachment Alteration Effects - 21		Effects Related to Induced Growth		
	Expressway Alternative	Alternative	Expressway Alternative	Elevated Expressway Alternative	
		Community Resources			
Visual & Aesthetic Qualities	No substantial Encroachment-Alteration Effects	Potentially substantial Encroachment- Alteration Effects on roadway viewers associated with elevated roadway structures.	No substantial Indirect Effects associated with Induce	ed Growth.	
Other Community Effects	There is an expected beneficial impact of improved safety for community members traveling on US 281 and cross streets.		No substantial Indirect Effects associated with Induced Growth.		
		Ecological Resources			
Vegetation & Wildlife	No substantial Encroachment-Alteration Effects, other than those considered for Threatened and Endangered Species. ion & Wildlife Minor effects on further fragmentation of woodland habitat areas that are already disturbed.		18,574 acres of residential and associated commercial development projected to be induced by US 281 Expressway Alternative.	Indirect Effects to vegetation and habitat for non- listed wildlife have not been quantified. Potential wildlife habitat impacts on approximately 19,096 acres of residential and associated commercial development projected to be induced by US 281 Elevated Expressway Alternative.	
			The extent of actual habitat areas affected cannot be quantified because the design and footprint of future development is not known.		
Threatened And Endangered Species - Golden-Cheeked Warbler	No substantial encroachment-alteration effects on the Golden-cheeked warble are expected due to absence of species in the corridor and habitat deterioration. For federally-listed karst invertebrates, biological investigations have been completed at all known and accessible karst habitat and no listed species have been encountered; therefore, there are no probable encroachment-alteration effects to endangered karst invertebrates. There is a potential for encroachment-alteration effects to species dependent on Comal Springs as a result of groundwater pollutant transport via sub-surface flow paths.		Substantial impacts to golden-cheeked warbler could occur within 5,057 to 7,417 acres of potential, but unverified, golden-cheeked warbler habitat that coincides with areas where US 281-induced development is projected to occur.		
Threatened and Endangered Species - Other Listed Species			No substantial Indirect Effects to the black-capped vireo are anticipated because no habitat has been identified. There is no known occupied habitat for federally-listed karst invertebrates within the induced development area, therefore, no impacts are anticipated. Karst habitats outside of Bexar County have not been biologically investigated. There is a remote potential for indirect impacts to spring and aquifer dependent federally-listed species dependent on the Comal Springs and San Marcos Springs ecosystems, based on the potential for aquifer contamination by surface runoff and spring effects via subsurface flow paths. Unknown amounts of habitat for state-listed Texas horned lizard may be impacted. There is a low potential for indirect impacts to the Cagle's map turtle in the upper Guadalupe River and its tributaries. No substantial indirect impacts to state-listed mussel species are anticipated.		
		Water Quality			
Surface Waters	There are probable substantial Encroachment-Alteration Impacts to surface water quality associated with contaminated runoff from the roadway entering waterbodies, including possible effects related to hazardous materials spills.		Inere are probable substantial impacts to surface water qualify related to development of approximately 18,574 acres of residential and associated commercial development projected to be induced by U.S. 28. Expressway Alternative.	There are probable substantial impacts to surface water quality related to development of approximately 19,096 acres of residential and associated commercial development projected to be induced by US 281 Elevated Expressway Alternative.	
			Impacts are associated with anticipated watershed changes, including increased impervious cover, and contaminated runoff from future development areas. A greater degree of impacts are expected to the upper Guadalupe River and its tributaries and to Canyon Lake; a lesser degree of impacts are expected in the Cibolo Creek and Dry Comal Creek drainage areas.		
Ground Water, Including Edwards Aquifer	There are probable substantial Encroachment-Alteration Impacts to ground water quality associated with the potential for contaminated runoff to enter the Edwards Aquifer and/or Trinity Aquifer, including possible effects related to hazardous materials spills.		development projected to be induced by US 281 Expressway Alternative in areas considered to affect recharge of the Edwards Aquifer, including approximately 610 acres of development on the Recharge Zone.	related to development of approximately 4,592 acres of residential and associated commercial development projected to be induced by US 281 Elevated Expressway Alternative in areas considered to affect recharge of the Edwards Aquifer, including approximately 690 acres of development on the Recharge Zone.	
			Impacts are associated with anticipated watershed changes, including increased impervious cover, and contaminated runoff from future development areas in the Cibolo Creek and Dry Comal Creek drainage areas. Due to the limited extent of the development areas in relation to larger Recharge and Contributing zones, these ground water quality impacts are expected to be of limited magnitude.		



POTENTIAL INDIRECT IMPACTS - AREA OF INFLUENCE



- 356,547 Acres in size
- Methods for Developing the Area of Influence
 - MPO's 2035 travel demand model
 - Travel time estimates
 - Influence of nearby major roadways
 - Recommendations from US 281 Land Use Panel

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POTENTIAL CUMULATIVE IMPACTS

Resource	Would Proposed US 281 Corridor Project Potentially Result in Adverse Direct or Indirect Impacts? ⁽¹⁾	Is Resource/Issue At Risk or in Poor or Declining Health? ⁽²⁾	ls Resource or Issue Included in Cumulative Effects Analysis?	Cumulative Effects Analysis		
		Yes		Reasonably foreseeable future development, including		
Land Resources and Uses	Yes	Some land use categories e. g. agricultural land, particularly small farms and ranches, may be at risk from future development	Yes	induced growth, is likely to result in conversion of agricultural, open space, and undeveloped land uses.		
		Yes		Socioeconomic and land use effects will vary with the		
Socioeconomic and Community Resources	Yes	Most neighborhoods and communities in the Socioeconomic and Community Resource Study Area currently stable but could experience growth pressure from reasonably foreseeable development.	Yes	pace and type of development, and should be viewed in the larger context of corridor-wide mobility and safety improvements.		
Air Quality	No	No Effective July 12, 2012, the San Antonio Air Quality Planning Area, which includes Bexar and Comal Counties, is in attainment of air quality standards under the Clean Air Act.	No	Resources not directly or indirectly affected are not included in the cumulative effects analysis.		
Water Resources	Yes	Yes The status and viability of ground and surface water resources is a function both of water supply and water quality. The current health of water resources in the Water Resource Study Area is considered stable but additional water supplies are needed to support projected future regional water demand. The quality of surface and ground water is at risk due to a likely increase in impervious cover and contaminant runoff from future development, with additional risk for groundwater contamination from surface pollutants and subsurface aquifer contamination.	Yes	Future water supply issues are addressed with the assumption that the identified regional water development strategies will be implemented as planned. The cumulative effects on water quality will focus on the potential for induced and other reasonably foreseable urban development in the Water Resource Study Area that may adversely affect surface water quality.		
Ecological Resources - Vegetation and Wildlife	Yes	Yes Although the health of ecological resources, including wildlife habitat and vegetation, is presently stable it is likely that there will be a future decline in habitat quality and quantity as a result of induced growth as development occurs within the Ecological Resource Study Area.	Yes	Wildlife habitat and utilization by wildlife resources is affected by current and future land use change due to induced and other reasonably foreseeable cumulative impacts. The most valuable habitats include upland wooded, riparian, aquatic habitats, and those that support protected species.		
		Yes				
Ecological Resources – Threatened and Endangered Species	Yes	Federally- and state-listed species are by definition at risk.	Yes	Development effects on potential existing habitat are likely.		
Archeological Resources	Areas beyond the Area of Potential Effect but within the Land Resource Study Area may be subject to future development which could adversely affect currently probable but currently unidentified archeological resources. No archeological survey beyond the Area of Potential Effect were conducted for the proposed project.		No	According to TxDOT guidance, resources that are not directly or indirectly affected are not included in the cumulative effects assessment.		
Historic Resources	No	No Coordination between TxDOT and the Texas Historical Commission ⁽³⁾ determined that the US 281 Corridor project would not result in direct or indirect impacts to historical resources within the Area of Potential Effect, which includes all parcels contained or partially contained within 150 feet of the right-of-way of the proposed Build Alternatives. Areas beyond the Area of Potential Effect but within the Land Resource Study Area may be subject to future development which could adversely affect currently undesignated historical resources, which contribute to the character and cohesion of communities in the Land Resource Study Area. No historical resource surveys beyond the Area of Potential Effect were conducted for the proposed project.	No	According to TxDOT guidance, resources that are not directly or indirectly affected are not typically included in the cumulative effects assessment.		

[©] Discussed in greater detail in Section 5.3 of the US 281 Draft EIS.
© Coordination pursuant to Section 106 of the National Historic Preservation Act (NHPA) and the 2005 First Amended Programmatic Agreement among FHWA, TXDOT, the State Historic Preservation Officer (SHPO), and the Advisory Council on Historic Preservation (PA-TU).



MITIGATION MEASURES FOR POTENTIAL INDIRECT AND CUMULATIVE IMPACTS

#	Targe	Target Resource Program/Project Name and Description		Development/ Planning Entity		
		A. Specific Programs and Projects		San Antonio Water System, with Guadalupe Blanco River Authority, San Antonio River Authority,		
1	Water Resources: Edwards Ar	Edwards Aquiter recharge enhancement from upstream runott detention (Type 1) and temporary channel impoundments (Type 2).		Edwards Aquifer Authority, & U.S. Army Corps of Engineers Nueces River Authority, City of Corpus Christi also for Nueces Basin Edwards Anulfer Authority. San Antonio Mater Statem, Guddhuro Blance Biner Authority. San Antonio		
2	Edwards Aquifer and Wildlife Service and subsequent issuance of a		Edwards Aquifer Recovery Implementation Program Regional Habitat Conservation Plan – Development of a regional Habitat Conservation Plan for approval by the U.S. Fish and Wildlife Service and subsequent issuance of a Section 10(a)1(B) Incidental Take Permit for Endangered species dependent on the Edwards Aquifer.	Edwards Aquifer Authority, San Antonio Water System, Guadalupe Blanco River Authority, San Antonio River Authority, Nueces River Authority, multiple counties and municipalities		
3	s Ecological Resources. Endangered species warb		Comal County Regional Habitat Conservation Plan- Plan for voluntary participation by county, municipalities and private landowners to preserve habitat for golden-cheeked warbler and black-capped vireo.	Comal County Commissioner's Court		
4	4 Ecological Resources: Southern Edwards Plateau Regional Habitat Com- (1) Endangered Bird Species (2) Karst Invertebrates Black-capped vireo, and karst invertebrates.			City of San Antonio, Bexar County and likely other entities (goal is to bring in Bandera, Comal, Kendall, Kerr, Blanco & Medina Counties)		
5	(2) Karst Invertebrates (2) Karst Invertebrates (2) Karst Invertebrates (3) Karst Management & Recovery Plan; La Cantera Habitat Conservation Plan; Texas (3) (4) Endougled Resources (4) (5) (6) (6) (6) (7) (7) (7) (7) (7) (7) (7) (7) (7) (7		Project Specific Haibitat Conservation Plans, Management and Recovery Plans – e.g., Camp Bullis Karst Species Management Plan; Government Canyon State Natural Area Karst Management & Recovery Plan La Cantera Haibitat Conservation Plan; Texas Cave Management Association Robber Barson Magement Plan; Conservation/management commitments related to either \$7 Consultations (Camp Bullis) or individual 10(a) permits with U.S. Fish and Wildlife Service.	U.S. Department of Defense, Texas Nature Conservancy, Texas Parks and Wildlife Department, private developers		
6	6 Ecological Resources: Endangered Species Refuge. Environmental Defense Fund program Conservation Plan (Habitat Conservation Plan);		Golden-Cheeked warbler based exclusively in 20 counties primarily in Edwards Plateau, est. 9,000 pairs (Fort Hood with 4,000) plus 2,000 in Balcones Canyonlands Wildlife Refuge. Environmental Defense rund program addresses private land, seeks to steadily improve relationships with landowners. To Balcones Canyonlands Conservation Plan (Habitat Conservation Plan); (Balcones Canyonlands National Wildlife Refuge) Fort Hood (10x increase). Environmental Defense Fund has enrolled 80 Central Texas Indowners covering about 12,000,00 arcs of ranch land (Wolfe 2010).	Environmental Defense Fund		
7	Ecological Resources: Endang	gered Species	Fort Hood Recovery Credit System. Fort Hood invests funds in conservation actions designed to benefit the golden-cheeked warbler on private lands. In return, Fort Hood receives credits that it uses as needed to offset actions on the base that may adversely affect the warbler and its habitat.	Fort Hood – Department of Defense, U.S. Fish and Wildlife Service,		
8	Ecological Resources: Endang	gered Species	2009 U.S. Fish and Wildliff Service Biological Opinion for Vegetation Thinning on Camp Bullis Protection Established a 3,000 acre preserve at Texas Parks and Wildlife Department, Government Canyon State Natural Area with agreement giving U.S. Army 1100 mitigation credits to allow thinning of 762 acres (under Army Compatible Use Buffer funding) Cannizo (2010).	U.S. Army Camp Bullis City of San Antonio Texas Parks and Wildlife Department,		
9	Ecological Resources: Endang	gered Species	Species Conservation Banking – e.g., Hickory Pass Ranch mitigation credits were established for an endangered species (golden-cheeked warbler) for sale to developers, local governments, TXOUT, or other entities to offset impacts on other locations. Hickory Pass Ranch in central Texas developed habitat enhancement measures for golden-cheeked warbler to obtain one credit for each acre of managed land with each credit price at \$5,5000.	U.S. Fish and Wildlife Service – private interests		
10	Ecological Resources: 1) Veg/Wildlife Habitat 3) Karst Invertebrates	2) Endangered Species	Sensitive Land Acquisition Program – Water Supply Fee-funded program for protection of geologically sensitive areas, point recharge features, using Conservation Easements and Fee Simple land acquisitions; 9,140 acres preserved at Government Canyon State Natural Area, Davis Ranch, Stone Oak Park, Annandale Ranch.	San Antonio Water System in partnership with Nature Conservancy, Trust for Public Land, Bexar Land Trust, Texas Cave Management Association		
11	Water Resources		Recreation Management on Comal River – Organization to protect river and promote more environmentally sensitive behavior among recreational users.	Water Oriented Recreation District of Comal County		
1	Water Resources: Edwards A	guifer	B. Federal, State, and Local Regulations, Policies, and Programmatic Measures Edwards Aquifer Authority Proposed Rules to Limit Impervious Cover – Regulations to be developed, implemented and enforced to protect water quality of the Edwards	Edwards Aquifer Authority		
2	Water Resources: Edwards A	guifer	Aquifer by establishing a limit of the development of impervious cover over the recharge zone. Edwards Aquifer Protection Program - Development review and regulation over the Edwards Aquifer Recharge and Contributing Zones; wellhead protection program,	San Antonio Water System		
3	Water Resources: Edwards A	nuifer	abandoned well program. Edwards Aquifer Rules and Protection Program – Includes permitting and incorporation of Best Management Practices: Rules affect development over the Edwards Aquifer,	Texas Commission on Environmental Quality		
4	Water Resources: Water Qua		Contributing, Recharge and Transition Zones. Edwards Aquifier Protection Program – An initiative currently implemented by the City of San Antonio to protect the aquifer by acquiring sensitive and irreplaceable land located over its recharge and contributing zones. Funding is provided by Proposition 3 (2000) and Proposition 1 (2005). Over \$4,000 acres have been acquired and	City of San Antonio		
	Water Resources Ecological R		protected. U.S. Army Corps of Engineers Section 404			
5	Waters of US/ wetlands Endangered Species		Endangered Species Act Section 7(c)(1) Agencies to carry out conservation programs for benefit of threatened & endangered species, usually as part of Biological Opinion. May be discretionary, under "Conservation Recommendations" to minimize or avoid. Recomes responsibility of action agency. Environmental Quality Incentives Program	U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service		
6	6 Water Resources: Groundwater Rural Ecological Resources: Wildlife Habitat Progr		Rural Land – Urban Water Program manages land to boost water supply (e.g., Round Mountain – Reagor Ranch). In partnership with Natural Resource Conservation Service landowners clear cedar, plant native grasses, restore open space. "Rural land–Urban Water" (Natural Resource Conservation Service program). Cuts allergens.	Natural Resource Conservation Service		
7	Ecological Resources: Wildlife		Section 404(b) Guidelines-requires agency to determine potential short & long term effects by determining nature and degree of effect the proposed discharge will have, individually & cumulatively.	U.S. Army Corps of Engineers , U.S. Environmental Protection Agency		
8	Ecological Resources: Veg/Wi Ecological Resources:	ildlife Habitat Water Resources:	Partners in Wildlife - Federal subsidies for erosion control and water quality, quantity and grazing improvements.	U.S. Department of Agriculture, Natural Resource Conservation Service		
9	Vegetation Wildlife Habitat	1) Water Quantity 2) Water Quality	Federal Highway Administration Mitigation Policy - guidance establishing minimum conditions and requirements for Federal-aid funding of ecological mitigation, including development of ecological mitigation banks.	Federal Highway Administration		
10	Ecological Resources: 1) Vegetation	Water Resources: 1) Water Quantity	Landscape Conservation Cooperatives - Landscape Conservation Cooperatives focus on-the-ground strategic conservation efforts at the landscape level. Landscape Conservation Cooperatives are management-science partnerships that inform integrated resource-management actions addressing climate change and other stressors	U.S. Department of the Interior		
11	2) Wildlife Habitat Ecological Resources: 1) Vegetation 2) Wildlife Habitat	2) Water Quality Water Resources: 1) Water Quantity 2) Water Quality	within and across landscapes. They will link science and conservation delivery. Property Tax Incentives (Agriculture and Wildlife Exemptions)- Programs which lower taxes on lands managed for agriculture or wildlife production	County Appraisal Districts – often in conjunction with Texas Parks and Wildlife Department, biologists (assist with management plans)		
12	Ecological Resources: 1) Vegetation 2) Wildlife Habitat	Water Resources: 1) Water Quantity 2) Water Quality	Natural Resource Conservation Service - Conservation Reserve Program & Brush Control Programs – Federal subsidies for erosion control and water quality, quantity and grazing improvements.	U.S. Department of Agriculture, Natural Resource Conservation Service		
13	Contonical Decourages	2) Wildlife Habitat	City of San Antonio Tree Preservation Ordinance in environmentally sensitive areas	City of San Antonio, Planning & Development Services		
14	Ecological Resources: 1) Vegetation	Water Resources: 1) Water Quantity	Environmental Defense Fund Private Landowner Projects – Program which offers incentives for conservation (often uses Safe Harbor Agreements). Executive Order 13112	Environmental Defense Fund and U.S. Fish and Wildlife Service		
15	2) Wildlife Habitat Ecological Resources: 1) Vegetation	Water Quality Wildlife Habitat	Programs to acquire sensitive or threatened landscapes often using inheritance tax or other financial incentives.	Texas Nature Conservancy, Trust for Public Lands, Bexar Land Trust, Green Spaces Alliance of South Texas, other non-governmental organizations and private land trusts		
16	Ecological Resources: 1) Endangered Bird Species	•	Species Specific Recovery Plans - Recovery goals established in golden-cheeked warbler, black-capped vireo and karst invertebrate recovery plans (for example).	U.S. Fish and Wildlife Service		
17	Ecological Resources: Endang		Safe Harbor Program - Endangered species habitat restoration projects usually on private lands to both assist species and protect landowners from future exposure to non-compliance.	U.S. Fish and Wildlife Service		
18	species – ruled there is sufficient information to possibly warrant listing, has begun 12 month listing review process. "Prop		State listing of freshwater mussels and potential Federal listing Texas Parks and Wildlife Department, has listed 15 species as State Threatened & Endangered. U.S. Fish and Wildlife Service has issued a 90 day finding on a petition to list 9 species – ruled there is sufficient information to possibly warrant listing, has begun 12 month listing review process. "Proposed for listing" means Section 404 permits and Section 401 certification must consider these species as they may be listed in the future as endangered, threatened, or candidates.	Texas Parks and Wildlife Department,, U.S. Fish and Wildlife Service		
19	Ecological Resources: Endang	Candidate Conservation Agreements with Assurances Program Conservation agreements can be established for species in anticipation that they m Ecological Resources: Endangered Species endangered or threatened in the future and can address mitigation requirements in advance of listing and incorporate "no surprises" assurance. Po development.		U.S. Fish and Wildlife Service and potential developers		
		Cultural Resource Surveys as required by Texas Antiquities Code and National Historic Preservation Act. Could result in a requirement to prepare an evaluation of eligibilit toric & Archeological Resources for National Register of Historic Places and subsequent nomination; future avoidance, where possible, or minimization/mitigation of harm to significant cultural resources; development of educational material.		Texas Historical Commission, Federal Highway Administration		
	Air Resources Air Quality Early Action Plan to prevent Non-Attainment Status - Public-p		Air Quality Early Action Plan to prevent Non-Attainment Status - Public-private partnerships for voluntary actions. Farmland Protection Policy Act: Requires direct and indirect assessments.	Alamo Area Council of Governments, Air Improvement Resources Committee Natural Resource Conservation Service		
23	Land Resources: Farmland Groundwater Resources		Farmland Effects Assessment - Requires assessment of direct and indirect environmental effects of any loss of productivity of agricultural land. Research Studies on rangeland restoration and brush management and control - Studies that document economic benefits of additional yield of groundwater from control	Federal Highway Administration		
24	Ecological Resources: 1) Vegetation	2) Wildlife Habitat	Research Studies on rangeland restoration and brush management and control - Studies that document economic benefits of additional yield of groundwater from control of specific rangeland restoration practices in Edwards Plateau and South Teasa Plains. C. Strategic and Comprehensive Plans Prepared by Regional Governmental Entities	Various academic and research institutions		
1	Land Resources: Historic/Arcl	heological Resources	Bulverde Comprehensive Plan: Sunrise 2025 - The comprehensive plan addresses critical issues in development that apply to most small towns with an expected population influx; therefore, the plan serves as an example for other small town urbanization that will occur as a result of US 281 improvements and subsequent development.	City of Bulverde		
2	Land Resources Ecological Resources: Endang Water Resources	gered Species	Camp Bullis Joint Land Use Study (Draft) - offers recommendations regarding avoidance of the consequences of incompatible development of the Camp Bullis military installation and the surrounding areas. It stresses the interdependency of the installation and the community and attempts to facilitate joint planning to protect the military mission as well as the health of the economies and industries of the community, By addressing compability/percrachment issues, the Camp Bullis Joint Land Use Study aims to protect residents' quality of life, property owners' rights, and the existing and future mission of the installation.	City of San Antonio with Funding by Department of Defense		
3	Water Resources: 1) Edwards Aquifer 3) Endangered Species	2) Water Quality	Edwards Aquifer Authority Strategic Plan 2010-2012 – lays out direction for 1) sustaining federally protected, aquifer-dependent species through development of a Recovery Implementation Program (resulting in a Habitat Conservation Implementation of groundwater withdrawals, and (3) development of a recharge program for improved aquifer management and environmental restoration. In terms of water quality, the Edwards Aquifer Authority plans to implement and expand protection initiatives, benefiting the economy and species dependent on the aquifer.	Edwards Aquifer Authority		
4	4 All Resource Categories to be implemented in Improvement Program		Mobility 2035: San Antonio-Bezar County Metropolitan Transportation Plan - Analyzes what will happen in the next 25 years if current trends continue, and proposes actions to be implemented in order to relieve congestion, maintain air quality, and improve quality of life; assists in guiding transportation project decisions. Transportation improvement Program.	San Antonio-Bexar County Metropolitan Planning Organization		
5			Texas Metropolitan Mobility Plan Update: Breaking the Gridlock - a need-based plan that serves as "a conceptual analysis of transportation needs that provides a menu of options" through which to address major transportation issues seen in all eight of Texas' largest metropolitan areas ("Transportation Management Areas"). D. Recent/Current Utigation with Implications for Natural Resources Mitigation Programs	San Antonio-Bexar County Metropolitan Planning Organization		
1	Ecological Resources: Endang	gered Species	Center for Biological Diversity (Files lawsuits on behalf of sensitive or are species). Lawsuit maintains critical habitat designations miligaout 30 acres) freshwater invertebrates (Pecos Cave amphipod, Comal Springs dryopid beetle and Comal Springs riffle beetle) should be entire aquifer. Notes 90% reduction for 9 karst invertebrates (Pecos Cave amphipod, Comal Springs dryopid beetle and Comal Springs riffle beetle) should be entire aquifer. Notes 90% reduction for 9 karst invertebrates (Idrift 915 facers, final 1654 acres.)	Center for Biological Diversity		
2	Ecological Resources: Endang	gered Species	Whooping Cranass Project has filed suit against Texas Commission on Environmental Quality under Endangered Species Act for Whooping Crane deaths. Claims agency allowed too many diversions along Guadalupe & San Antonio Rivers, resulting in whooping crane deaths.	Aransas Project		
3	Water Resources: Edwards A Ecological Resources: Endang		US 281/Loop 1604 Lawsuit - Aquifer Guardians in Urban Areas has filed a federal lawsuit to protect the Edwards Aquifer and endangered species living in the Aquifer's recharge zone, charging that planning for the US 281/Loop 1604 Interchange violates the National Environmental Policy Act and Endangered Species Act.	Aquifer Guardians in Urban Areas		



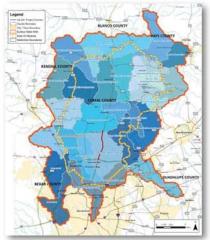
CUMULATIVE IMPACTS RESOURCE STUDY AREAS (RSA)



Land RSA



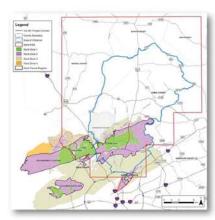
Socioeconomic & Community RSA



Surface Water RSA



Groundwater RSA



Karst Invertebrate RSA



Golden-cheeked warbler RSA



Socioeconomic & Community RSA



Black-capped vireo RSA

STATION 4

Copies of the Draft EIS

STATION 5

Funding Options



Non-Toll:

 All vehicles would be allowed to use the expressway lanes and frontage road lanes without paying a toll

Toll Lanes:

- All vehicles would pay a fixed fee toll for access to tolled expressway lanes unless exempted by Texas State Law
- Frontage road lanes would be non-toll

Managed Lanes:

- Free for transit vehicles and for car pools that are registered with a tag in place
- All other vehicles, unless exempted by Texas State Law, would pay a fixed fee toll
- Frontage road lanes would be non-toll

VEHICLES EXEMPTED BY TEXAS STATE LAW:

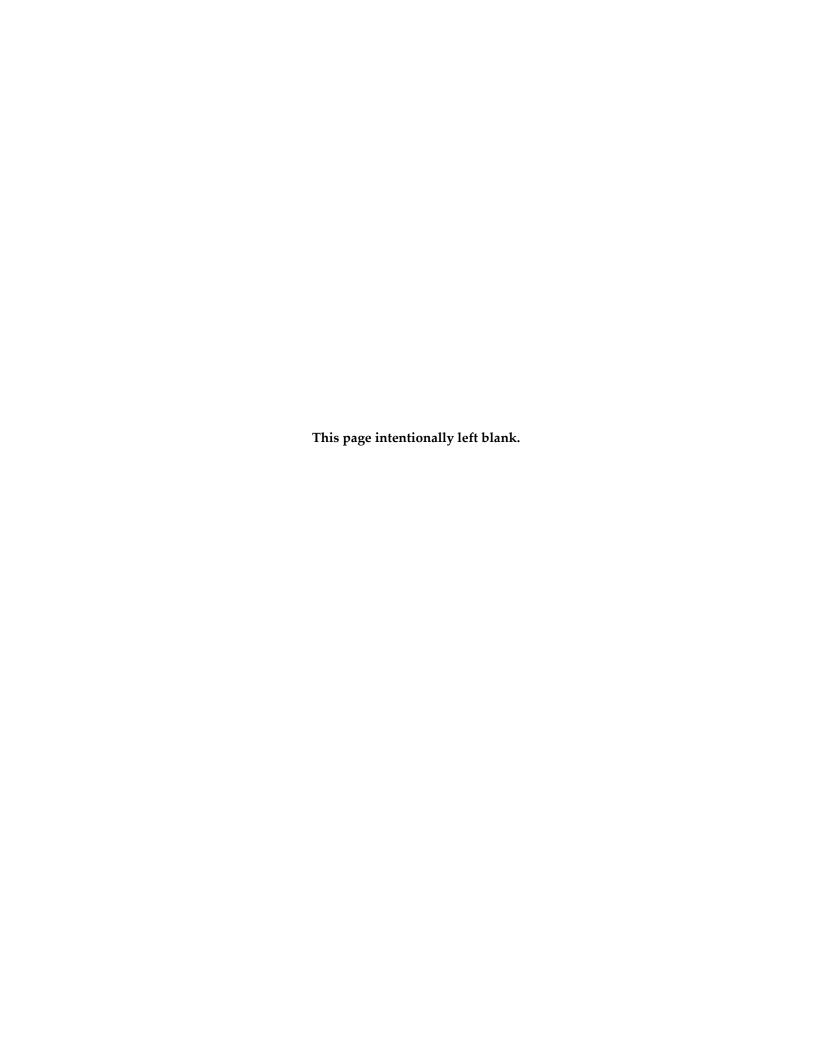
- Authorized emergency vehicles
- Marked military vehicles
- Contractors' vehicles
- Any vehicle in the time of a declared emergency or natural disaster

San Antonio-Bexar County MPO Mobility 2035*:

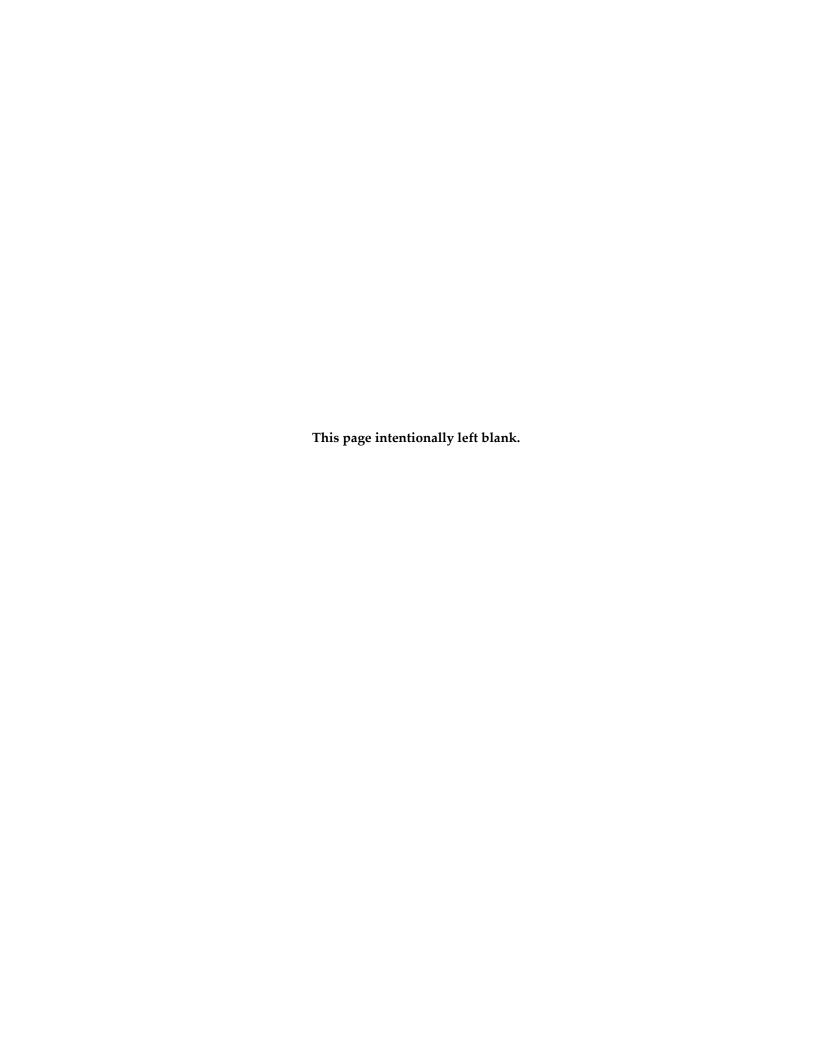
- Six-lane Expressway (with frontage roads) from Loop 1604 to Bexar/Comal County Line
- Loop 1604 to Stone Oak Parkway
 - 4-lane non-toll expressway (2-lanes each direction)
 - 2 managed expressway lanes (1-lane each direction)
 - Non-toll northern interchange connectors at Loop 1604
 - 6-lane Frontage Road (3-lanes each direction)
- Stone Oak Parkway to Bexar/Comal County Line
 - 6 managed lanes (3-lanes each direction)
 - 4-6 lane Frontage Road (2-3 lanes each direction)
- Combination of Non-toll and Toll Revenue Funding
 - \$170 Million (2015 dollars) Non-toll local/state/federal funding sources
 - \$351.5 Million (2015 dollars) Managed Toll financed revenue
- Additional MPO Funding Adjustments are Possible

*Updated: April 22,2013









Welcome!

US 281 Draft Environmental Impact Statement

Public Hearing June 20, 2013

Federal Highway Administration Texas Department of Transportation Alamo Regional Mobility Authority

Renee Green, P.E.
Director of Public Works / County Engineer
Bexar County

Public Hearing Agenda

5:00 PM OPEN HOUSE

7:00 PM WELCOME AND PRESENTATION

7:30 PM RECESS

Sign up to speak at the speaker registration table in the auditorium.

7:45 PM PUBLIC HEARING TESTIMONY
ADJOURN

Proceedings will conclude after the last registered speaker has been heard.

How to Submit Comments









Tonight at the Public Hearing:

- Sign-up to Speak
- Give your comments verbally to the Court Reporter
- Fill out a comment card and drop in the comment box

Electronic Methods:

- E-mail to US281EIS@AlamoRMA.org
- Website www.411on281.com/US281EIS

Mail:

- TxDOT-ENV
 - Attention: Vicki Crnich
 125 E. 11th Street
 Austin, Texas 78701-2483
 - Must be postmarked by July 1st

All written
comments
must be
received by
July 1, 2013 to
be part of the
official record

Draft Environmental Impact Statement (Draft EIS)

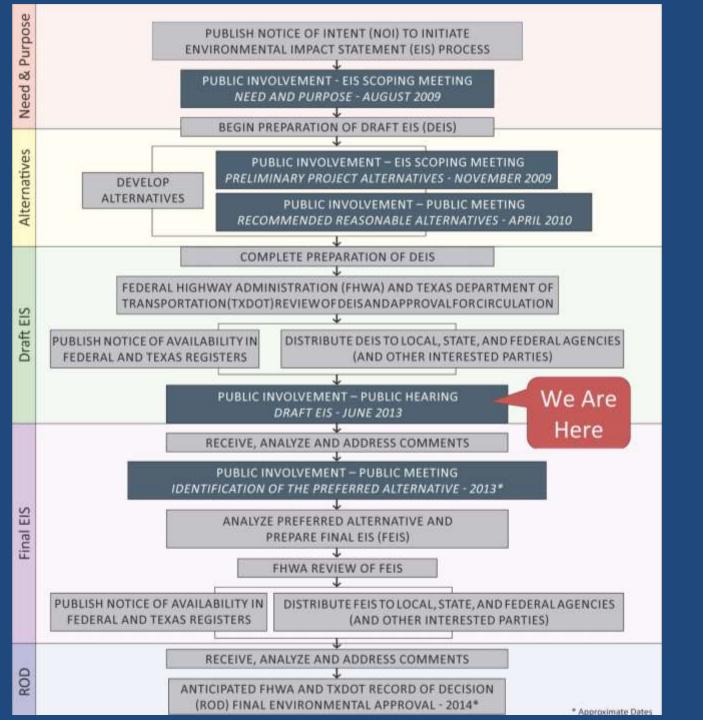
- Overview
- Alternatives
- Potential Impacts
- Public Involvement
- Funding
- Next Steps



Comal Legend County US 281 Project Corridor Cipoloicie Borgfeld O County Boundary City / Town Boundary **Project Terminus** Camp Bullis Military Reservation Overlook-Party dero terde **Bexar County** Wildernes5 Mountain Marshall Cibolo Canyon Road Stone Oak Parkway Evans Road San Antonio Encino Rio Huebner Road Redland Road Sonterra Boulevard **Project Terminus** 1604 Hollywood 1604 281 Park

Project Limits

- US 281
 - Loop 1604
 - Borgfeld Drive
- Approximately 8 miles
- Includes Proposed
 Northern Direct
 Connector Ramps at US
 281/Loop 1604



EIS Process

Need and Purpose

Need

- Population and employment growth
- Increasing amount of vehicle travel
- Impedes function of US 281 to provide regional mobility and local access
- Lengthy travel delays
- High rate of vehicle crashes
- Negative effects on quality of life

Purpose

- Improve mobility and accessibility
- Enhance safety
- Enhance community quality of life

Goals and Objectives



Alternatives Considered in the Draft EIS

- No-Build Alternative
- Build Alternatives
 - Expressway
 - Elevated Expressway

No-Build Alternative

No-Build Alternative

- Proposed US 281 improvements would not be built
- Provides baseline alternative for comparison to Build Alternatives
- Existing US 281 Super Street would remain
- Existing Loop 1604/US 281 Southern Direct
 Connectors would remain
- Includes all planned regional transportation Improvements in Mobility 2035 except US 281 project corridor

Build Alternatives

Meet Need and Purpose

Expressway Alternative

- Three expressway lanes in each direction
- Two to three frontage road lanes in each direction
- Grade-separated cross-streets
- Northern direct connector ramps at US 281/Loop
 1604 Interchange (non-toll)
- \$434 \$448 Million (2010/2011 Dollars)

Elevated Expressway Alternative

- Two to three elevated expressway lanes in each direction
- Two to three frontage road lanes in each direction
- Grade-separated cross-streets
- Northern direct connector ramps at US 281/Loop
 1604 Interchange (non-toll)
- \$646 \$655 Million (2010/2011 Dollars)

Complementary Elements of Both Build Alternatives

Bus, Park-and-Ride Facilities

Bike & Pedestrian Facilities

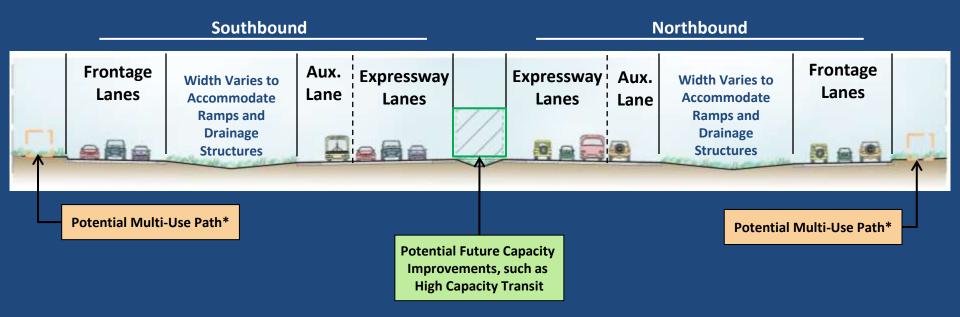
Growth Management

Transportation System Management

Transportation Demand

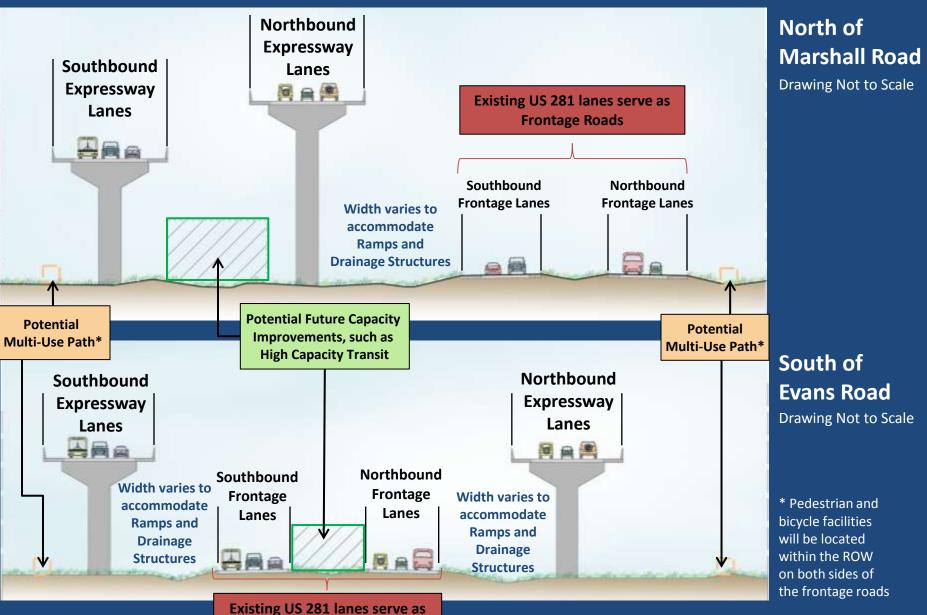
Management

Expressway Alternative Typical Section



* Pedestrian and bicycle facilities will be located within the ROW on both sides of the frontage roads

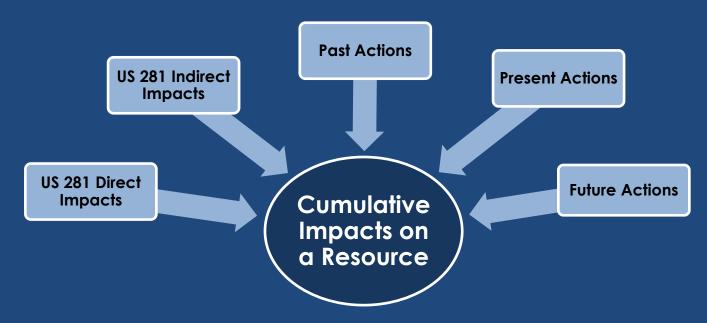
Elevated Expressway Alternative Typical Sections



Frontage Roads

Direct, Indirect, and Cumulative Impacts

- Direct impacts are caused by the US 281 Project (action) and occur at the same time and place
- Indirect impacts are those impacts to resources that may occur from projects or development induced, or influenced, by the US 281 Project.
- Cumulative impacts include both direct and indirect or induced effects that would result from the project, as well as impacts from other Past, Present and reasonably foreseeable (future) projects.



Environmental Considerations

- Social and Economic Resources
- Visual & Aesthetic Resources
- Land Use
- Cultural Resources
- Traffic Noise and Air Quality
- Hazardous Materials
- Water Resources
 - Streams
 - Wetlands
 - Edwards Aquifer
 - Floodplains
 - Karst/Geological

Threatened & Endangered Species

- Karst Invertebrates
- Golden-cheeked warbler
- Black-capped vireo
- Vegetation and Wildlife
- Farmlands
- Bike and Pedestrian Facilities
- Transportation Facilities
- Construction Impacts

How many Homes and Businesses Could be Displaced?



US 281 and Evans Road – San Antonio, Texas

Potential Displacements (# Structures)

Right of Way is Preliminary and Subject to Change



Source: US 281 EIS Team 2013

Right of Way Acquisition and Relocation Assistance

- Adequate replacement housing is necessary before displacement can occur.
- The program is designed to make acquisition and relocations as easy as possible.
- Right of Way Program includes:
 - Compensation
 - Relocation Assistance and Benefits
 - Incidental Expenses

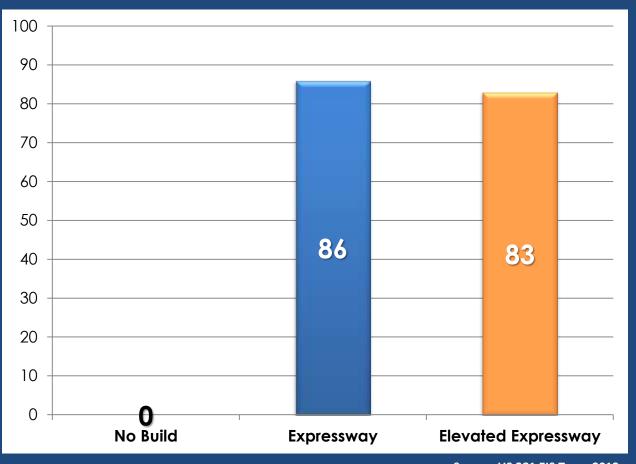
Please visit the Right of Way and Relocation Assistance Table in the meeting room tonight for additional information.

How much <u>additional</u> Impervious Cover <u>could there</u> be with the Build Alternatives?



US 281- San Antonio, Texas

Additional Impervious Cover (Acres)



Source: US 281 EIS Team 2013

Stormwater Management/ Water Quality

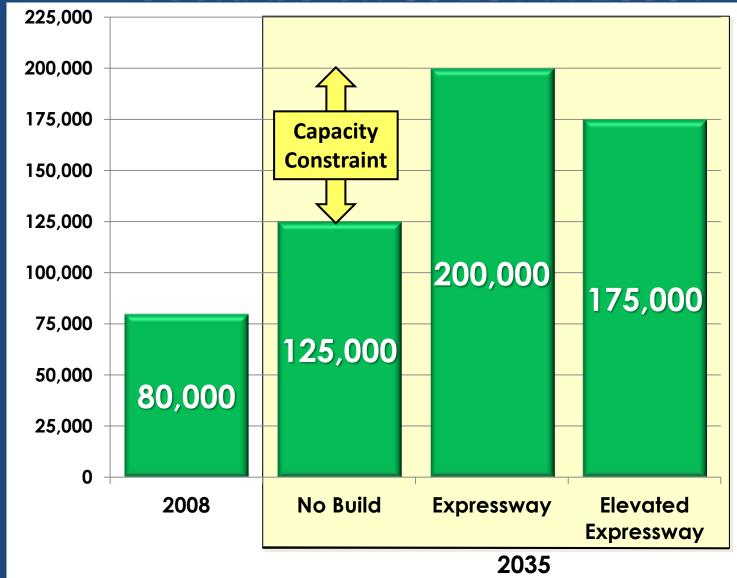
- US 281 constructed prior to current Edwards Aquifer Rules
 - Except in the US 281 Super Street
- Proposed Build Alternatives
 - Would meet Edwards Aquifer Rules
 - Could include:
 - Retention/Irrigation Ponds
 - Extended Detention Basins
 - Grassy Swales
 - Vegetative Filter Strips
 - Bioretention
 - Wet Basins
 - Constructed Wetlands
 - Other Low Impact Development Approved Methods



US 281 and Evans Road – San Antonio, Texas

Approximate
Vehicles
Per Day
(#)

How many vehicles per day could be on US 281 in 2035?



What could be the average vehicle speed on US 281 in 2035?



Average
Peak Hour
Speed –
Main Lanes
(MPH)

Source: MPO Travel Demand Model and US 281 EIS Team – Near US 281 and Sonterra Boulevard

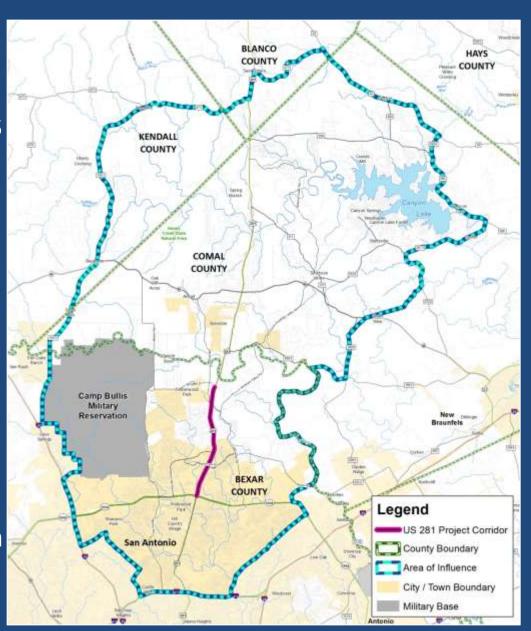
Traffic Noise Analysis

- Draft EIS identifies potential noise wall locations
- Final EIS analyzes
 Preferred Alternative
 - Traffic Noise analysis will be revised
 - Need for and location of noise walls could change
- If a build alternative with noise walls is approved, adjacent property owners will vote on whether they want a noise wall constructed



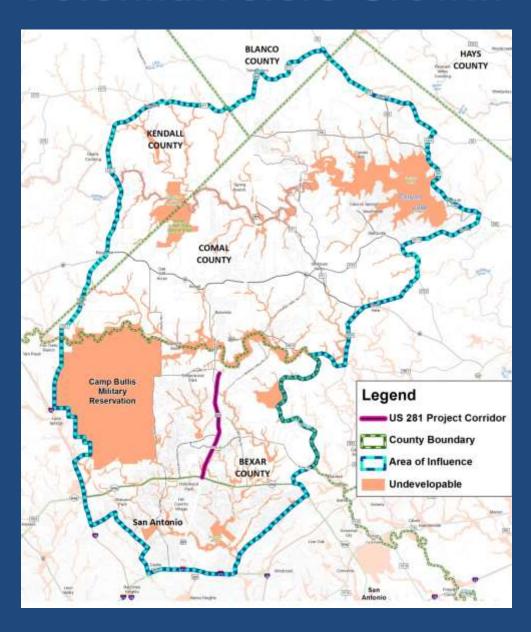
Indirect Impacts - Area of Influence

- Geographic area where indirect impacts are likely to occur
- 357,000 acres in size
- Developed using several methods:
 - MPO's 2035 travel demand model
 - Travel time estimates
 - Influence of nearby major roadways
 - Recommendations from US 281 Land Use Panel



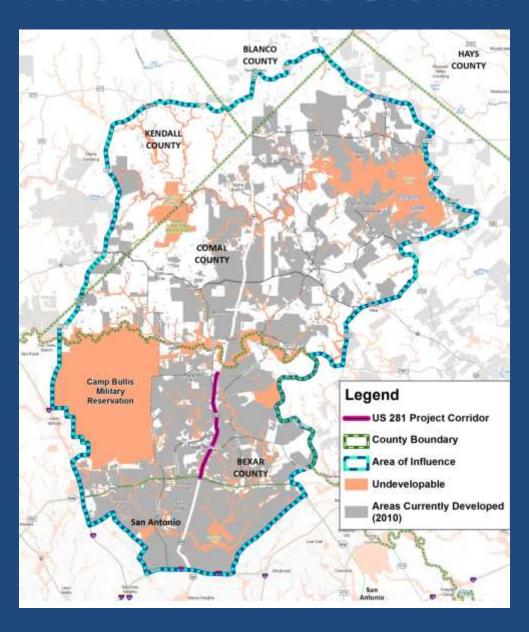
- AOI comprised of
 - Undevelopable areas
 - Areas currently developed
- No-Build Alternative
 - 37,000 acres likely to develop by 2035
- Build Alternatives
 - Up to 19,100 acres of additional development by 2035

23a



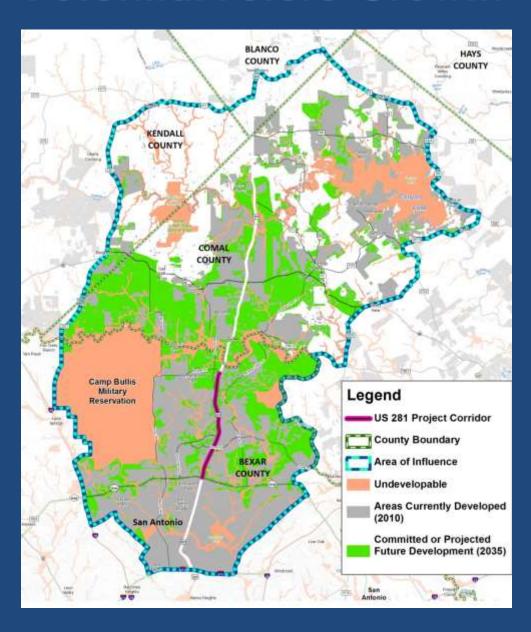
- AOI comprised of
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23b



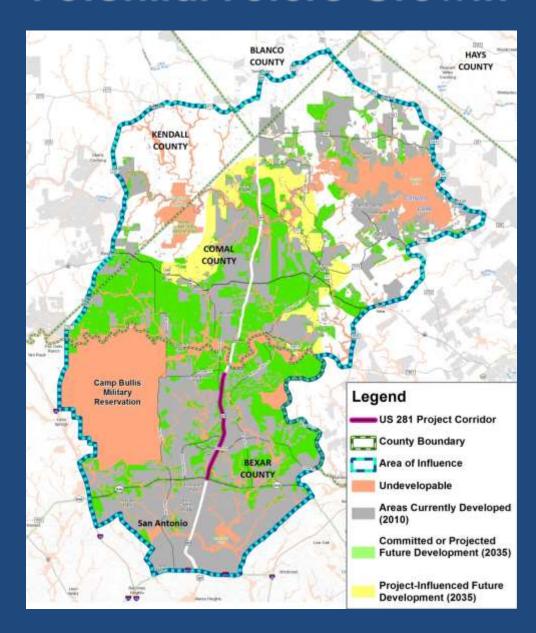
- AOI comprised of
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23c



- AOI comprised of
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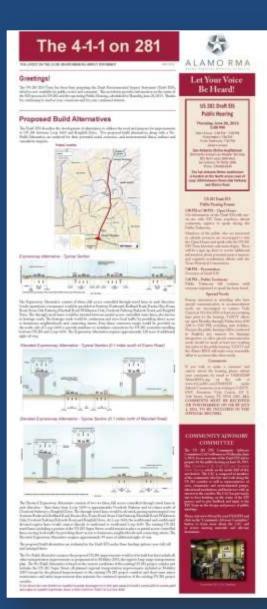
23d



Indirect & Cumulative Impacts

- Draft EIS identifies potential indirect and cumulative impacts on
 - Surface Water Quality
 - Groundwater Quality
 - Threatened and Endangered Species
- Discusses importance of voluntary, cooperative actions by landowners in partnership with public agencies and non-governmental organizations for resource conservation and stewardship

Public and Agency Involvement



- Public Meetings
- Community Advisory
 Committee
- Community Briefings
- Elected Officials
- Social Media
- Newsletters
- Web site

- Peer TechnicalReview Committee
- Cooperating and Participating Agency Coordination
- ScopingConcurrence





Agency Coordination

Peer Technical Review Committee

- U.S. Army Corps of Engineers
- U.S. Fish and Wildlife Service
- Texas Parks and Wildlife Department
- Texas Commission on Environmental Quality
- Edwards Aquifer Authority
- Bexar County
- San Antonio Bexar County MPO
- VIA Metropolitan Transit
- San Antonio Water System
- City of San Antonio
- Texas Historical Commission

Cooperating Agencies

- U.S. Army Corps of Engineers
- U.S. Department of Agriculture, Natural Resources Conservation Service
- U.S. Environmental Protection Agency
- U.S. Fish and Wildlife Service

Participating Agencies

Other local, state and federal agencies

Funding Options Considered in the Draft EIS

Non-Toll

 All vehicles would be allowed to use the expressway lanes and frontage road lanes without paying a toll

Toll

- All vehicles would pay a fixed fee toll for access to tolled expressway lanes unless exempted by Texas State Law
- Exempted by State Law:
 - authorized emergency vehicles
 - marked military vehicles
 - contractors' vehicles
 - any vehicle in the time of a declared emergency or natural disaster
- Frontage road lanes would be non-toll

Managed

- Free for transit vehicles and for car pools that are registered with a tag in place
- All other vehicles, unless exempted by Texas State Law, would pay a fixed fee toll
- Frontage road lanes would be non-toll

US 281 Funding Provided in San Antonio-Bexar County MPO Mobility 2035 (updated: April 22, 2013)

 Six-lane Expressway (with frontage roads) from Loop 1604 to Bexar/Comal County Line

- Loop 1604 to Stone Oak Parkway
 - 4-lane non-toll expressway (2-lanes each direction)
 - 2 managed expressway lanes (1-lane each direction)
 - Non-toll northern interchange connectors at Loop 1604
 - 6-lane frontage road (3-lanes each direction)
- Stone Oak Parkway to Bexar/Comal County Line
 - 6 managed lanes (3-lanes each direction)
 - 4-6 lane frontage road (2-3 lanes each direction)
- Combination of Non-toll and Toll Revenue Funding
 - \$170 Million (2015 dollars) Non-toll local/state/federal funding sources
 - \$351.5 Million (2015 dollars) Managed Toll financed revenue
- Additional MPO Funding Adjustments are Possible

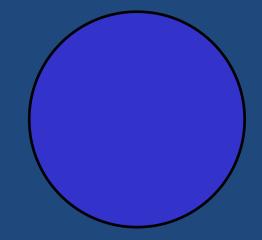
Next Steps

- Close of Public Hearing Comment Period on July 1, 2013
- Consider Public and Agency Comments
- Prepare and Circulate Public Hearing Summary and Analysis Report
- Identify a Preferred Alternative
- Public Meeting #4 Preferred Alternative
- Public and Agency Comment Period
- Prepare and Circulate the Final EIS (Spring 2014*)
- Public and Agency Comment Period
- FHWA/TxDOT Record of Decision (Summer 2014*)

15-minute Recess

The US 281 Draft EIS, presentation, and exhibits from tonight's Public Hearing are available for download at:

www.411on281.com/US281EIS



How to Submit Comments









Tonight at the Public Hearing:

- Sign-up to Speak
- Give your comments verbally to the Court Reporter
- Fill out a comment card and drop in the comment box

Electronic Methods:

- E-mail to US281EIS@AlamoRMA.org
- Website www.411on281.com/US281EIS

Mail:

- TxDOT-ENV
 - Attention: Vicki Crnich
 125 E. 11th Street
 Austin, Texas 78701-2483
 - Must be postmarked by July 1st

All written
comments
must be
received by
July 1, 2013 to
be part of the
official record

PUBLIC TESTIMONY

Complete a speaker card to speak during the Public Hearing.

All speakers are limited to 3 minutes per person.

Remaining time cannot be allocated to another individual.

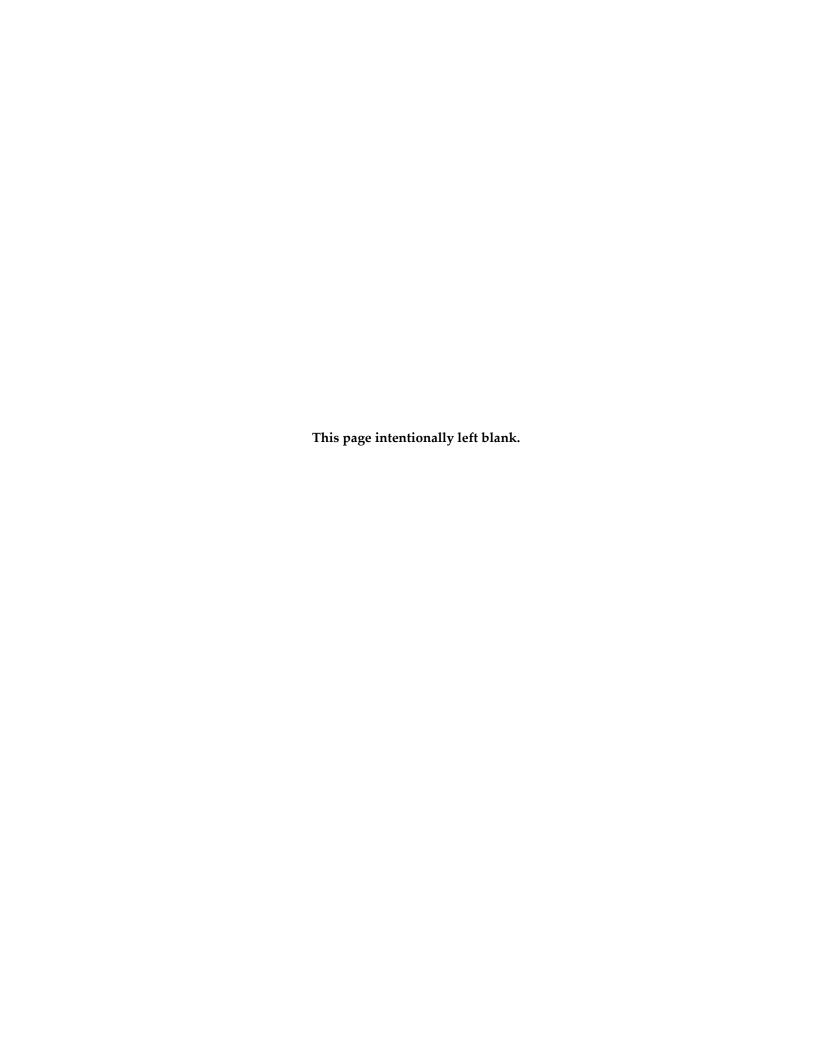


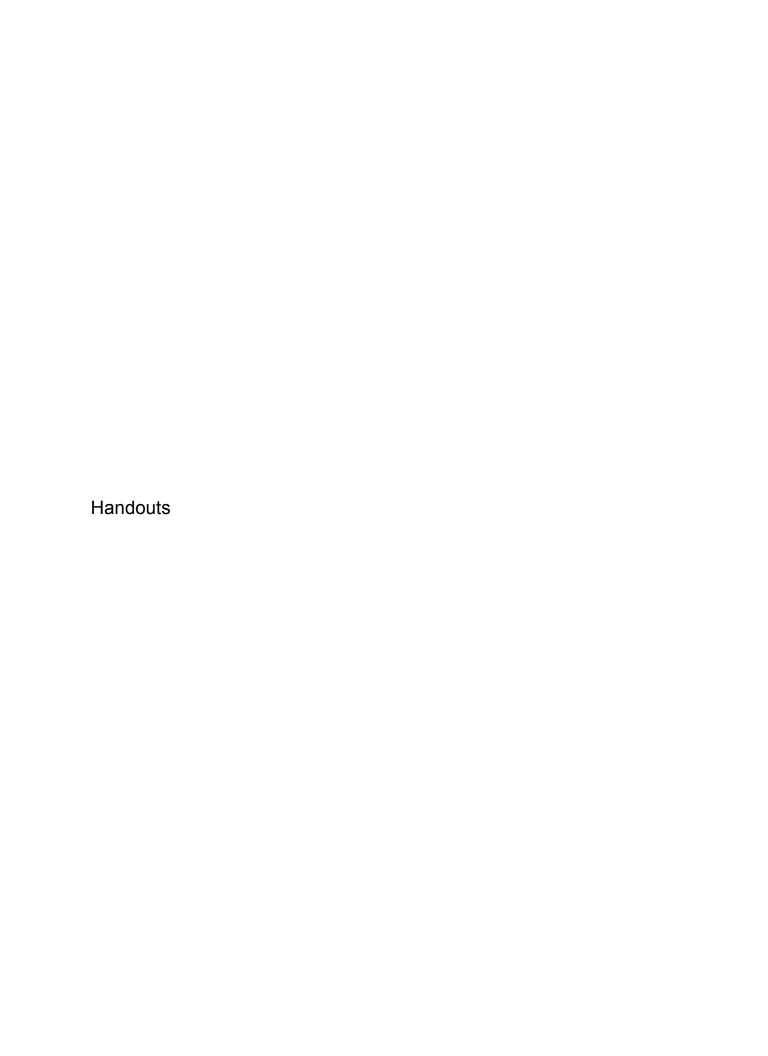
Thank You!

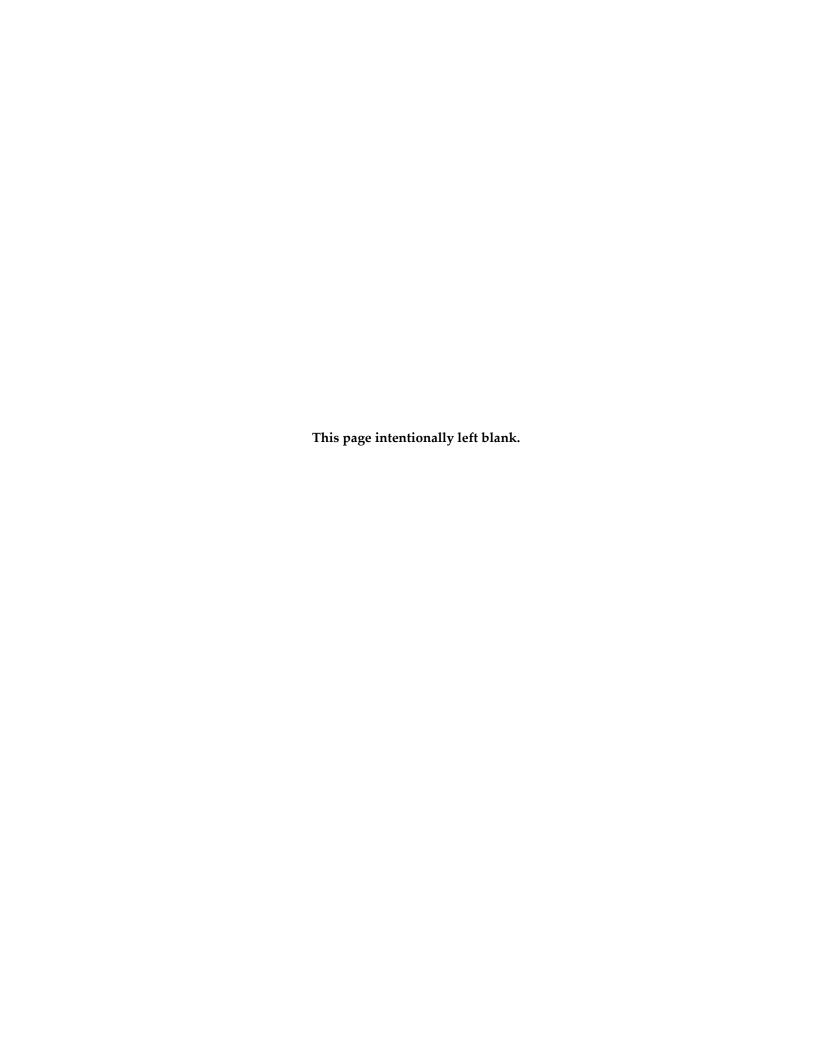
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 - Attention: Vicki Crnich
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 - Must be postmarked by July 1, 2013















US 281 Draft Environmental Impact Statement PUBLIC HEARING

San Antonio Shrine Auditorium - Thursday, June 20, 2013 - 5:00 p.m. - 9:00 p.m.

5:00 PM OPEN HOUSE

- View exhibits on decision-making process and proposed alternatives
- Get questions answered
- Submit your comments using a comment card (written) or the court reporter (verbal)
- Sign up at the speaker's registration table in the auditorium if you wish to give public testimony.

7:00 PM WELCOME AND PRESENTATION

7:30 PM RECESS

• Sign up to speak at speaker's registration table in the auditorium.

7:45 PM PUBLIC HEARING TESTIMONY

- Speakers will be heard in the order they signed up to speak.
- Each speaker will be limited to three (3) minutes and there is no transferring of time to others.
- If you want your comment/question addressed, please visit the Open House area and speak to a member of the US 281 EIS Team.

ADJOURN

Proceedings will conclude after the last registered speaker has been heard.

To have comments considered for the record, please

- Provide public hearing testimony,
- Give verbal comments to a court reporter,
- Complete a comment card and drop it in comment card box,
- Submit a comment via email, by July 1, to US281EIS@AlamoRMA.org
- Submit a comment via the project website, by July 1, at www.411on281.com/US281EIS, and/or
- Mail comments, postmarked on or before July 1, to TxDOT-Environmental Affairs Division, Attn: Vicki Crnich, 125 E. 11th Street, Austin, TX 78701-2483.









US 281 Draft Environmental Impact Statement Loop 1604 to Borgfeld Drive Public Hearing - June 20, 2013 COMMENTS

Thank you for attending tonight's public hearing. Please utilize this form if you would like to provide written comments on this project. You may drop the completed form in the comment box tonight, send by email at <u>US281EIS@AlamoRMA.org</u> or send by mail to:

1 exas Department of Transportation – Environmental Allairs Division
Attn: Vicki Crnich
125 E. 11th Street
Austin, TX 78701-2483
NAME:
ADDRESS:
PHONE:
EMAIL:
DEADLINE for Comments: Monday, July 1, 2013
Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:
\square I am employed by TxDOT.
\square I do business with TxDOT.
☐ I could benefit monetarily from the project or other item about which I am commenting.









Declaración de Impactos Ambientales Preliminar de la US 281

AUDIENCIA PÚBLICA

San Antonio Shrine Auditorium - jueves, 20 de junio de 2013 - 5:00 p.m. - 9:00 p.m.

5:00 PM EXHIBICIÓN ABIERTA AL PÚBLICO

- Ver exhibiciones indicando el proceso para la toma de decisiones y las alternativas propuestas.
- Entregar sus comentarios usando la hoja para comentarios (por escrito) o con el reportero judicial (verbal).
- Registrarse en la mesa de inscripción en el auditorio si usted desea dar testimonio público.

7:00 PM BIENVENIDA Y PRESENTACIÓN

7:30 PM RECESO

 Regístrese para tomar la palabra en la mesa de inscripción para oradores en el auditorio.

7:45 PM TESTIMONIO DE LA AUDIENCIA PUBLICA

- Se escucharán a los oradores en la orden de su inscripción.
- Cada orador tiene límite de tres (3) minutos para hablar y no se permite pasar su tiempo a otros.
- Si usted desea que su comentario/pregunta sea resuelto, favor de visitar el área de la Exhibición Abierta al Público y hable con uno de los miembros del equipo de la Declaración de Impactos Ambientales (EIS por su sigla en inglés) de la US 281.

CERRAR

 Los procedimientos concluirán después de que se ha escuchado al último orador registrado.

Para que sus comentarios sean parte del acta oficial, favor de:

- Proveer testimonio en la audiencia pública,
- Dar sus comentarios verbales al reportero judicial,
- Completar y entregar una hoja de comentarios,
- Entregar sus comentarios por email al <US281EIS@alamoRMA.org>, y/o
- Mandar sus comentarios por correo, matasellado en o antes del 1 de julio de 2013, al Departamento de Transporte de Texas- División de Asuntos Ambientales, Atención Vicki Crnich, 125 E/ 11th Street, Austin, TX 78701-2483.









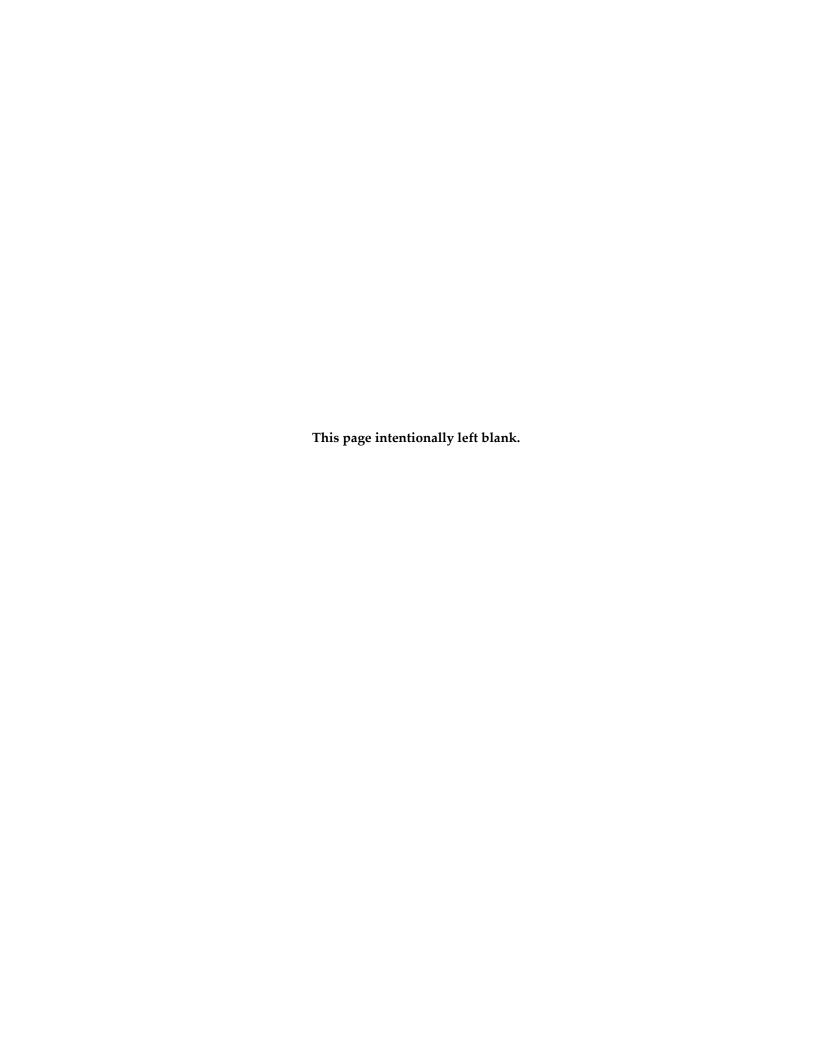
Declaración de Impactos Ambientales Preliminar de la US 281 De Loop 1604 a Borgfeld Drive Audiencia Pública – 20 de junio de 2013 COMENTARIOS

Gracias por asistir a la audiencia pública de esta noche. Favor de utilizar este impreso si usted desea proveer comentarios por escrito respecto a este proyecto. Usted puede entregar el impreso ya completada esta noche en la caja para comentarios, mandarlo por correo electrónico a <u>US281EIS@AlamoRMA.org</u> o mandarlo por correo a:

Texas Department of Transportation – Environmental Affairs Division	
Attn: Vicki Crnich	
125 E. 11th Street	
Austin, TX 78701-2483	
NOMBRE:	
DIRECCION:	
TELEFONO:	
EMAIL:	
LA FECHA LÍMITE para comentarios: lunes, 1 de julio de 2013	
El Código de Transporte de Texas, §201.811(a)(5): Marque cada una de las casillas a continuación que se aplican	
a usted:	
\square Yo soy empleado de TxDOT	
\square Tengo negocio con TxDOT	
\square Yo podría beneficiar económicamente del proyecto u otro asunto sobre lo cual estoy comentando.	

APPENDIX H – CERTIFIED TRANSCRIPT OF PUBLIC HEARING (INCLUDING VERBAL COMMENTS)

Note: Two court reporters were present at the Public Hearing; both captured verbal comments during the Open House before the Public Hearing began. During the Public Hearing, one court reporter captured the presentation and public testimony while the other continued to transcribe verbal comments in the Open House area. Therefore, there are two transcripts. The first transcript includes the greeting (page 23), presentation (page 26) and public testimony (page 41) and some verbal comments submitted during the Open House. The second transcript includes only verbal comments.



U.S. 281 DRAFT ENVIRONMENTAL IMPACT STATEMENT (EIS)
PUBLIC HEARING

JUNE 20, 2013

SAN ANTONIIO SHRINE AUDITORIUM
901 North Loop 1604 West
San Antonio, Texas 78232

1	INDEX
2 3 4 5 6 7 8	VERBAL COMMENTS GIVEN BY: PAUL A. HARRIS SCOTT ERICKSEN JOHN TEDOR MICAH TEICH CARLOS FRAGOSO GEORGE PAVLIK GEORGE ALEJOS DAVID J. PURDY DUANE WILSON THOMAS TROLL TOM SHUMAKER GAIL GRISELL RONALD GRISELL RHONDA KELLEY
9	BENNETT FEINSILBER
10	
11	PRESENTATION GIVEN BY: JIMMY ROBERTSON
12	
13	REGISTERED 3-MINUTE SPEAKERS: SHIRLEY HATCHER
1.4	MILTON HATCHER SUDIE SARTOR
15	PAT DOSSEY TERRI HALL
16	MIKE WIKMAN MICAH TEICH (Left early)
17	CARLOS FRAGOSO, JR. ANDY JOHNS
18	ROB KILLEN
	CLAY SMITH BILL MOCK
19	MEL BOREL DON DIXON
20	MONICA ELLIS BENNETT FEINSILBER
21	DON DURDEN
22	DAVID NEIBEL JIM LAMBERTH
23	MICHAEL MAURER, SR. WILLIAM FLESSNER
24	ROSE MAURER BEVERLY ADAMS
	GAIL GRISELL
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VAN MABRITO
PAM FARRIS
VIKI TAYLOR
AL HANAK
ALLAN PARKER
JOANE KOBEL
JACK M. FINGER

MR. ERICKSEN: We've been working on 281 for at least ten years now and we just need to get it built and it shouldn't matter whether it's funded by tolls or not. It needs to get done.

MR. TEDOR: I have been opposed to any type of toll road on 281 or 1604 since day one. There is no need for it. The funds have been identified previously and were conveniently lost or mishandled by TxDOT.

TxDOT should fund the expansion of 281 out of their pocket, not out of the taxpayers' pocket and certainly not on some toll arrangement where tolls will be charged forever and could be as high as 75 cents a mile, which is going to cost people hundreds, if not thousands, of dollars a year just to go to work.

I think if -- if they want to talk about a toll plan, they ought to put it up to a public vote and not let the unelected members of the various boards and agencies that have been approving all these toll actions, you know, skate free 'cause all they're doing is lining their own pockets. They should put it up to a public vote if they want a toll road, see what happens.

MR. TEICH: My name's Micah Teich, and I'd like to just state my stance that I am, in fact, opposed to the new toll road construction and the timing of the meeting or the hearing is really inconvenient and seems strategic.

With that being said, there are many people in my residence and the increased traffic is -- is a problem, but we need -- we do need to quit looking outward and build up instead of out. Our land is a precious commodity that is in short supply.

MR. FRAGOSO: I'm against toll roads. lived off of Encino Rio for the past 15 years and would like to see the roads only expanded one lane on the eastbound and westbound.

MR. PAVLIK: Name's George Pavlik. I live at 1802 Eagle Meadow, San Antonio, Texas, 78248. Comment I have on this -- this option is I fully -- fully want and support a nontolled option. Okay?

I've thought for many years our -- our state leaders, governor on down, maybe even previous governor on down, have misused their fiduciary duty to manage the highway funds that have been taken in and used those funds for other means; i.e., the general fund as opposed to solely on improving infrastructure in or around San Antonio, specifically, and/or other cities.

To that end, I don't think we should be using land that has already been purchased by taxpayers for reuse for something that the taxpayers are going to have to be sold for again. The only way I would support a tolled option is in the case was the city was to float a bond or, basically, you know, put up a bond for the -- the money needed to -- to put in toll roads in which the city would manage, be able to reclaim the funds from those tolled roads.

Once the tolled roads -- once the bond was paid off, the -- the tolls would actually cease and the State would then, obviously, maintain the roads like they're supposed to.

Thank you for the opportunity to comment.

1 MR. ALEJOS: I have a great disdain for toll
2 roads because, in my opinion, it's double taxation. More
3 importantly, toll roads will create a problem for some of
4 the workers traveling from the southside to go to the
5 northside where, you know, they have jobs and I think that
6 toll roads are not in the best interest of the city of San
7 Antonio or its citizens.

I view a toll road like I do a pig. You can put lipstick on a pig, but at the end of the day, it's still a pig.

MR. PURDY: I oppose toll roads on 1604. I support the nontolled position adopted by Texans United for Form and Freedom and all the good citizens' groups that really have studied this issue. I believe that the effort to toll 1604 is self-motivated by folks that just want to make -- you know, take advantage of the public and rip off public infrastructure.

I think that this whole tolling effort supported by Governor Rick Perry is a crooked, scammy operation to, basically, pay back political benefactors of his. I think it's wrong. I think that it's detestable and I think that -- you know, that all people of good will, especially Republicans, should be opposed to this because the Republicans will be sorely affected by tolling on 1604. Anybody with a private vehicle will be sorely affected by tolling on 1604.

I'm tired of having to go to these meetings and we keep saying the same thing, but nobody ever listens to us. I'm tired of the efforts that were made over the last two-and-a-half years to make me unemployable because I spoke out publicly against tolls. I'm tired of the continued harassments and, basically, economic sanctions that were applied to me by people who are associated with Rick Perry and public office and I allege this to be the truth.

But they -- that they've attempted to make sure I couldn't

stay employed, couldn't keep a job, couldn't do anything and I'm disgusted by it.

I'm opposed to toll roads on 1604 and I'm opposed to them. Thank you.

MR. WILSON: Okay, the no-build option is not an option. We have to do something to stop the delay on 281 from 1604 out to Borgfeld Road. I am for either option, whichever one that we can actually do. It can be the overpasses or it can be the elevated, it could be tolled or it could be nontolled. Preferably, everyone agrees that a nontolled option would be better.

Unfortunately, the funding is not going to come for a long, long time. It's just too expensive of a project. So it could be managed lanes or toll or free. We should have overpasses over all the proposed routes or either elevated or on the ground. On the ground is the least expensive option by about \$200,000, if I recall.

So as a homeowner in that area, I live at 281 and Borgfeld Road in the Estates of Stone Gate, 78260, so I drive it every day, morning, evening and in between, and we just need some relief out here that's going to be long-lasting.

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MR. TROLL: My name is Thomas Troll. I'm here to give comments as it relates to the 281 EIS improvements. Specifically, I'm a member of the EIS committee representing Encino Park Homeowners Association and I'm representing both their views as well as my own as it relates to the funding for the 281 improvements from 1604 out to the Bexar County line on the north side of the town.

Terry Brechtel assured us, as part of the committee, that the funding would be a separate item from the development of the road; i.e., the engineering would happen in one court and funding to pay for the engineering would be separately handled. Unfortunately, it doesn't look like there was a lot of funding alternatives investigated because it's either pay as you go under normal TxDOT means or a toll road.

I haven't heard of any funding options exploring, perhaps, an increase to the gas tax as it relates to Bexar County only, maybe the City passing a sales tax increase, specifically, to fund this portion of the road or any other funding alternatives as that. So, therefore, we felt like we were not listened to and that they have not done their due diligence on identifying innovative and other funding alternatives. It is not too late for that.

While we all agree that the roadway needs to be improved, albeit, not an elevated roadway, just the expressway, but how we pay for it needs to be investigated further. As time

goes on, there seems to be more and more money found to fund a nontoll provision. So that for funding of the difference, maybe we can come up with a solution that has a sunset date for funding; i.e., ten years, five years, pass a bond and we don't have to pay for toll roads in perpetuity.

Thank you and I appreciate your consideration of these comments.

MR. SHUMAKER: My name is Tom Shumaker. I live at 26007 Wooded Acres, San Antonio, Texas, 78260. That's nearly in the -- to the Comal County line and I drive 281 on a daily basis and I'm totally against having toll roads put on 281. There's -- The roads were built with public money, they should stay with public money. The best thing they can do for 281 is put overpasses at all the crossing points at Marshall Road and Stone Oak, Evans, Encino Rio.

When I first moved out there, they had just put in two red lights, one at Encino Rio and one at Evans. Now, for me to come from my house down 281, I've got to go through nine or ten red lights to get to 1604 and that's atrocious. They put in those silly little turn-around lanes and U-turn lanes and no-left-turn-here lanes, tore up traffic for months to do it and although it flows smoothly, it's not as efficient as if they would have just gone right ahead and put in overpasses.

If you want to reduce congestion on 281, you'll put some little more access roads so people can access to the overpasses and they can cross at those crossing places over 281 or 281 can go over them and it'll make it a lot more smoother and I don't think that we should have to pay tolls to ride on roads that were already paid for with government money. And that's my say.

MS. GRISELL: I want absolutely no toll roads, complete nontolled roads. I think it's double taxation. think it's unfair. I think it's going to cause a mess. The traffic is bad enough already and I think it forces traffic, people like ourselves, who will try to avoid it. It's going to congest 35 and 10 even worse. So I think it's a bad idea. I don't want it. Thank you.

MR. GRISELL: Well, yeah, we're completely opposed to the toll roads, both propositions. And that's all I need to say.

MS. KELLEY: I used to live in the Houston area and they put a toll road in Pasadena where I was actually living and it just -- it was a really bad problem. You know, they thought they would make money with the toll road, but a lot of people in the city didn't use it and it actually caused the surrounding streets to become really congested and so it was a problem for everybody there.

So, because of that reason, I don't want toll roads here because I think the same thing is going to happen and the streets are already congested enough as it is. So I'm against toll roads anywhere. Thank you.

MR. FEINSILBER: The absence of improvements to ameliorate traffic -- increased traffic has been a causation of, and a factor for, increased and often intense development adjacent to the original right-of-way. A considerable amount of development has been residential housing, primarily, single-family homes.

The proposed build alternatives as presented would greatly increase the traffic count to greater than 230,000 vehicles per day and increase heavy truck and other commercial traffic by three-fold. In addition, there is a provision for train tracks in both north and south directions.

The nature of and increased volume of highway usage will benefit travel time only somewhat for Bexar County residents living adjacent to the right-of-way. The greatest amount of travel time benefit will accrue to vehicles originating north of Bexar County.

A severe and negative impact for Bexar County residents living within a mile of a reconstructed Highway 281 would be a tripling of road noise and a very heavy production of particulate matter and exhaust including, but not limited to, airborne rubber particle, brake dust, diesel fumes, debris from truckloads, parts of the vehicles themselves and the like. The foregoing is verifiable from records of all major interstate highways and other throughways.

Such detrimental impact on the peaceful enjoyment of a citizen's property is in violation of Texas statutes and upheld by such -- as such -- upheld as such by federal and state environmental protection agencies. Clearly, the impact of all the build alternatives represent in law and in fact a taking of property as well as a taking of homeowners' and property owners' rights to peaceful possession and quiet enjoyment and cause a sharp decrease in home values within a mile on either side of Highway 281's right-of-way.

Again, the foregoing is an unequivocal taking of real and tangible property. As such, the State of Texas, the RMA and Bexar County will be obliged to compensate all property owners for their losses. This will be a considerable amount of money.

To greatly ameliorate the delineated problems and concomitant costs, there are a number of solutions including 1, improved pavement design using engineered pavement services -- surfaces. Noise and rubber dust production is somewhat reduced without sacrificing traction, braking or durability.

2, installation of Federal Highway Administration-approved 10-foot-high sound barrier walls when residential properties are 100 feet or more from Highway 281 edges of right-of-way. Sound barriers are used in all major cities and have proven to be most effective in all categories of protection.

Ten-foot-high sound barriers are reimbursable under Federal Highway Administration regulations.

The Alamo RMA, as does TxDOT, has a clear and present obligation to protect the health, safety and welfare of all persons impacted by their engineering design and associated activities. Indeed, that is the duty, federal and state, of all licensed professional engineers, land planners and others. Certainly, no involved party desires to perform other than in the best interest of the citizens of Bexar County and environs.

The foregoing proposals are common in the industry and inexpensive to implement. It would seem failure to do so would create long-term problems for all persons, particularly young and elderly.

Thank you for your consideration.

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MR. SMITH: Good evening, ladies and gentlemen.

The time's a little bit after 7 p.m. and it's time to start

the public hearing for U.S. Highway 281. My name is David

Smith. I'm the County Manager for Bexar County, but

probably, more apropos for this evening, I also serve as the

interim Executive Director for the Alamo Regional Mobility

Authority, or the Alamo RMA.

On behalf of the Alamo RMA, I'd like to thank you all for coming tonight. The RMA is conducting this public hearing to provide information about the U.S. 281 Draft Environmental Impact Statement or Draft EIS and also to give you an opportunity to comment on it.

The Draft EIS addresses improvements proposed for U.S. 281 between Loop 1604 and Borgfeld Drive, a distance of, approximately, eight miles.

Now I'd like to introduce Renee Green, the County
Engineer for Bexar County, who will serve as the official
public hearing officer for tonight's hearing. Thank you
again for coming out this evening and taking part in this
important public hearing. And on a point of personal
privilege, go Spurs go. Thank you.

MS. GREEN: Good evening, everybody. The format for tonight's hearing is shown on the agenda that's located in the packet you received at the sign-in table. If you didn't receive a packet when you arrived, they are

located in the front sign-in table. Also, if you did not sign in when you arrived, please do so during the break or before you leave this evening. The sign-in sheets are a record of everyone's attendance, so it's very important.

Hopefully, you've had a chance to see the Open House exhibits and visit the U.S. 281 EIS team members. In just minute, we'll have a formal presentation from Jimmy Robertson, who is the U.S. 281 EIS project manager with Jacobs Engineering. He is going to describe the proposed improvements and provide an overview of the draft EIS. Jimmy will also give a brief explanation of TxDOT's right-of-way acquisition processes and the relocation assistance program.

Following the presentation, we'll take a short break. On your agenda, it says 15 minutes, but I think we're all excited to keep moving forward, so if no one objects, we're only going to take a two- to three-minute break to give you an opportunity to go back out and see something at the front table if -- if something in the presentation Jimmy makes piques your interest. But we'll keep moving forward with the program if there are no objections.

Please fill out a speaker registration card if you wish to speak during the public comment period. These card -- these cards are located at the Speaker Registration Table in the back of the auditorium.

If you have questions, please visit the Open House area and speak to the members of the teams. We still have professional people that will be here throughout the remainder of the evening.

We will not be answering questions during the public comment period. The public hearing will follow a formal process where the comment period is solely intended for receiving public testimony. The hearing will be adjourned after the last registered speaker has been heard.

As you may have noticed, we have a secured -- excuse me.

If you may have noticed, we've secured the services of a

court reporter to record these proceedings verbatim. A

transcript of this public hearing will be prepared.

You'll find a blank comment form in the packet you received when you signed in at the front door. You can use this form to provide us with written comments if you wish. Written comments may be placed in the comment boxes provided at the station at the back of the room near the copies of the draft EIS and refreshments.

They can also be sent in via e-mail at US281EIS@AlamoRMA.org or submit it through the project website which is www.411on281.com/US281EIS or they can be mailed directly to TxDOT, Environmental Affairs Division. The e-mail and office addresses are shown on the form in your packet.

All comments will be reviewed and considered during the future project development activities including the identification of the preferred alternative and the preparation of the final Environmental Impact Statement.

All comments must be postmarked by July 1st, 2013.

So, at this time, I would like to introduce you to Jimmy Robertson. He is with the EIS team to deliver the presentation and I thank you for your attendance again here this evening. Jimmy.

MR. ROBERTSON: Thank you, Renee. Good evening, everyone. This presentation provides an overview of the U.S. 281 Draft EIS including the project limits, EIS process, need and purpose of improvements, alternatives, potential direct and indirect cumulative impacts, right-of-way acquisition and relocation assistance, public and agency involvement, funding and next steps in the process.

The limits of the 281 EIS extend from Loop 1604 on the south to Borgfeld Drive on the north, a distance of, approximately, eight miles. The project limits include the proposed northern direct connector ramps at U.S. 281-Loop 1604 interchange.

The National Environmental Policy Act under which this EIS is being conducted is a decision-making process. The EIS process for U.S. 281 began in 2009 with the

identification of the need and purpose for improvements, then moved into the identification and development of alternatives and preparation of the draft EIS. The next steps are preparation of a final EIS and record of decision. Tonight we are here at the public hearing to review and receive comment on the draft EIS.

The primary purpose of the draft EIS is to assess the potential and environmental effects of the no-build and proposed build alternatives. It also serves as the primary document to facilitate review of the alternatives by federal, state, regional and local agencies, decision makers and the public.

The draft EIS documents the anticipated social, economic and environmental effects of the proposed project. It provides definition for appropriate mitigation measures. A preferred alternative would be recommended and documented in the final EIS based on the draft EIS and public and agency comments.

The need for improvements to the U.S. 281 project corridor arises from historic and continuing transit population and employment growth along the corridor and within the surrounding areas. This growth generates increasing amounts of vehicle travel which, in turn, impedes the function of 281 to provide regional mobility and local access leading to lengthy travel delays and a high rate of

vehicle crashes.

These transportation issues negatively affect the quality of life for communities and surrounding the U.S. 281 project corridor.

The purpose of the 281 corridor project is to improve mobility and accessibility, improve safety and enhance community quality of life.

Goals and objectives for the U.S. 281 corridor project were derived through the evaluation of the problems and needs identified by previous studies from public input during the scoping process and from meetings with U.S. 281 Community Advisory Committee and the U.S. 281 Peer Technical Review Committee. They were established to help guide the development of alternatives.

The goals for the project and the associated objectives include: Address growth by satisfying travel demand, being consistent with local and regional plans and policies, developing facility through a multimode of transportation and following and -- I'm sorry -- allowing for future high-capacity transit.

Improved functionality by reducing travel time and increasing travel speeds, reducing conflicts between local and through traffic. Improving access to adjacent property. Improve safety by reducing crash rates and improve quality of life by avoiding and/or miniminzing adverse social and

economic impacts, avoiding/minimizing water quality impacts, avoiding/minimizing impacts to wildlife habitat, enhancing the air quality, minimizing noise impacts, maximizing use of nontoll funds, providing for aesthetics and landscaping and providing facilities for walking and biking.

Alternatives considered in the draft EIS include the no-build alternative and two build alternatives: Expressway and elevated expressway.

The no-build alternative provides a baseline alternative for comparison to the build alternatives. Under the no-build alternative, the proposed U.S. 281 improvements would not be built. The existing U.S. 281 super street would remain and the existing Loop 1604/U.S. 281 southern direct connectors would also remain. The no-build alternative includes all other planned regional transportation improvements in mobility 2035, which is the region's official long-range transportation plan, except the U.S. 281 project corridor.

The build alternatives meet the need and purpose for improvements. The expressway alternative includes three expressway lanes in each direction, two to three frontage road lanes in each direction, grade separated cross streets, nontoll northern direct connector ramps at U.S. 281-Loop 1604 interchange and is estimated to cost between 434 and \$448 million in 2010-2011 dollars.

The elevated expressway alternative provides two to three elevated express lanes in each direction, two to three frontage road lanes in each direction, grade separated cross streets, nontolled northern direct connector ramps at U.S. 281-Loop 1604 interchange and is estimated to cost between 646 and \$655 million dollars in 2010-2011 dollars.

Complementary elements of both build alternatives include bus, Park and Ride facilities, bike and pedestrian facilities, growth management, transportation system management and transportation demand management.

Expressway -- Sorry. So this typical cross section of the expressway alternative shows the northbound direction and the southbound direction. It shows three expressway lanes in each direction plus an auxiliary lane that, in some locations, would be provided for traffic entering and exiting the expressway.

It shows three frontage road lanes in each direction and an area in the middle that could potentially be used for future capacity improvements such as high-capacity transit and pedestrian/bicycle facilities such as the multiuse path that would be located within the right-of-way on both sides of the frontage roads.

The area between the frontage road lanes and expressway lanes varies in width in order to accommodate on and off ramps and drainage structures.

The typical cross section of the elevated expressway alternative north of Marshall Road shows three elevated expressway lanes in each direction located on the west side of the existing 281 lanes. This alternative provides two to three frontage road lanes in each direction, the pedestrian/bicycle facilities on each side, the median area for future capacity improvements and the area for on and off ramps and drainage structures.

South of Evans Road, the typical section is the same except that the elevated expressway lanes are located on both sides of the existing U.S. 281 lanes.

Next, we'll briefly review some of the potential impacts and possible mitigation measures addressed in the draft EIS. First, a few definitions. Direct impacts are caused by the U.S. 281 improvements and occur at the same time and place. Indirect impacts are those impacts or resources that may occur from projects or development and induced or influenced by the U.S. 281 improvements. Cumulative impacts include both direct and indirect or induced effects that would result from the project, as well as impacts from other past, present and reasonably foreseeable or future projects.

Resources and issues considered in the draft EIS include social and economic resources, visual and aesthetic resources, land use, cultural resources, traffic noise and air quality, hazardous materials, water resources,

threatened and endangered species, vegetation and wildlife, farm lands, bike and pedestrian facilities, transportation facilities and construction impacts.

Next, we're going to touch on just a few of these.

Regarding potential residential relocations and business displacements, the no-build alternative would have none.

The expressway alternative would have one residential relocation and 26 commercial displacements and the elevated expressway alternative would have no residential relocations and 28 commercial displacements.

You may have noticed that there is a right-of-way table located at the back of the room. There you will find copies of TxDOT publications entitled The State of Texas Landowners Bill of Rights, State Purchase of Right-of-way and Relocation Systems that explain the process that the State follows in purchasing right-of-way and the relocation programs that are available. If there is a possibility that some of your property may be acquired, please pick up of a booklet before you leave.

Some additional property will be needed to implement the proposed improvements on U.S. 281. For each parcel of property TxDOT acquires, an appraisal will be completed to determine just compensation under the laws of the State of Texas. Each property owner would be afforded the opportunity to accompany their appraiser during the

appraisal process. Once the property is appraised and reviewed by the TxDOT Right-of-Way Section, a written offer will be made to the property owner. The decision of whether the offer is acceptable or not, of course, remains with each property owner.

An owner may wish to donate land for the project for various reasons. The booklet entitled Relocation Systems provides a general overview of the benefits that are available under the relocation assistance program. If you have an interest and feel that you might be affected by the proposed improvements, I encourage you to take one of these before leaving tonight. If you have any questions regarding these matters or you think your property might be affected, please feel free to visit the right-of-way staff during the break or any time during the hearing.

The draft EIS addresses the additional improvements covered created by the build alternatives. Under the no-build alternative, there would be no additional improvements covered. The expressway alternative creates 86 acres of additional improvements covered and the elevated expressway alternative creates 83 acres of additional cover.

The potential impacts and possible mitigation measures of storm water run-off on water quality are discussed in the draft EIS. It notes that U.S. 281, except in the U.S. 281 super street area, was constructed prior to current Edwards

Aquifer rules, which are intended to protect ground water.

The proposed build alternative would meet the Edwards

Aquifer rules.

Possible ways to manage storm water run-off and protect water quality include potential irrigation ponds, extended detention basins, grassy swells, vegetative filter strips, bio retention, wet basins, constructed wetlands and other low-impact development-approved methods.

The draft EIS also reviews the possible traffic consequences of the alternatives such as the number of vehicles per day that could beyond U.S. 281 in 2035. This chart compares the 80,000 vehicles per day in 2008 to the 2035 no-build and build alternatives.

In 2035, the no-build alternatives would have 125,000 vehicles per day. This alternative would not have enough capacity to accommodate the future travel demand. In 2035, the expressway alternative would have 200,000 vehicles per day and, in 2035, the elevated expressway would have 175,000 vehicles per day.

The draft also discusses average vehicle speeds during the peak hour and this chart compares the 15-miles-per-hour average peak hour speed in 2008 to the 2035 no-build and build alternatives. In 2035, the no-build alternative average peak hour speed would be 9 miles per hour. The expressway alternative and elevated expressway alternative

average peak hour speed would be 37 to 38 miles per hour.

Traffic -- Excuse me. Traffic noise and possible noise wall locations are also addressed in the draft EIS.

Potential noise wall locations are located on the west side of U.S. 281 at Big Springs and Lookout Canyon and on the east side of 281 just north of Borgfeld Drive. The final EIS analyzes a preferred alternative.

The traffic noise analysis will be revised and the need for and location of noise walls could change. If the build alternative with noise walls is approved, adjacent property owners will be able to vote on whether they want a noise wall constructed.

To understand indirect impacts, the draft EIS defines an area of influence which is the geographic area where indirect impacts are likely to occur. For U.S. 281 alternatives, the area of influence was determined to be 357,000 acres in size, as shown on this map, covering portions of northern Bexar County, Comal County and Kendall County and Blanco County.

Just to orient you, this is the eight-mile U.S. 281 corridor, here is Camp Bullis and this is Canyon Lake. The area of influence was based on the MPO's 2035 travel demand model, travel time estimates, the influence of nearby major roadways and the recommendations from U.S. 281 Land Use Panel.

The proposed improvements to U.S. 281 would likely spur development within the area of influence. Implementation of either of the proposed build alternatives would lead to growth that may have effects upon the human and natural environment.

To forecast indirect land use effects of the proposed project, the U.S. 281 EIS team invited a group of individuals with expertise in land use and development within the area of influence to participate in a collaborative judgment land use panel. The panel was comprised of planners, engineers, school district officials, land appraisers, nongovernmental organization leaders and other individuals with demonstrated knowledge in growth and development in the area who were willing to lend their time and expertise.

In estimating the amount of future land development within the area of influence, a U.S. 281 land use panel mapped out undevelopable areas such as Camp Bullis, Canyon Lake and publicly-owned park land shown in the tan color and areas that are currently already developed shown in gray.

The panel considered that under the no-build alternative, 37,000 acres would be developed by 2035. That's shown in green. And under the build alternatives, up to 19,100 acres of additional land would be developed by 2035, shown in yellow.

The draft EIS identifies potential, indirect and cumulative impacts on resources such as surface water quality, ground water quality and threatened and endangered species. It discusses the importance of voluntary and cooperative actions by landowners in partnership with public agencies and nongovernmental organizations for resource conservation and stewardship. For more information about these and other potential social, economic and environmental impacts and mitigation measures addressed in the draft EIS, please see the exhibits in the Open House area.

Now, let's briefly review the public and agency involvement that has occurred so far in the EIS process. There have been public meetings, community advisory committee meetings, community and elected official briefings, social media interaction, newsletters, information on the project website, peer technical review committee meetings, cooperating and participating agency coordination and agency scoping concurrence.

Agency coordination has been provided through the creation of a peer technical review committee comprised of U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, Texas Parks and Wildlife Department, Texas Commission on Environmental Quality, Edwards Aquifer Authority, Bexar County, San Antonio/Bexar County MPO, VIA Metropolitan Transit, San Antonio Water System, City of San

Antonio and the Texas Historical Commission. Cooperating and participating agencies include U.S. Army Corps of Engineers, U.S. Department of Agriculture, U.S.

Environmental Protection Agency, U.S. Fish and Wildlife Service and other local, state and federal agencies.

Next, we'll review funding options considered in the draft EIS. These funding options are defined nontoll, in which all vehicles could use the expressway lanes and frontage road lanes without paying a toll.

Toll, in which all vehicles would pay a fixed fee toll for access to tolled expressway lanes unless exempted by Texas state law such as authorized emergency vehicles, marked military vehicles, contractors' vehicles and any vehicle in the time of a declared emergency or natural disaster. And under the tolled option, frontage road lanes would be nontoll.

In managed lanes, which would be free for transit vehicles and for carpools that are registered with a tag in place. Under the managed lanes options, all other vehicles, unless exempted by law, would pay a fixed-fee toll while frontage road lanes would be nontolled.

Funding for U.S. 281 improvements has been identified by the San Antonio-Bexar County Metropolitan Planning
Organization or MPO. Mobility 2035, the official long-range transportation plan, calls for a six-lane expressway with

frontage roads from Loop 1604 to the Bexar-Comal County line.

From Loop 1604 to Stone Oak Parkway, it provides for a four-lane nontoll expressway, two lanes in each direction; two managed expressway lanes, one lane in each direction; nontolled northern interchange connectors at Loop 1604; and six lanes in frontage roads, three lanes in each direction.

From Stone Oak Parkway to the Bexar-Comal County line, the plan provides for six managed lanes -- three lanes in each direction and four to six lanes of frontage roads with two, three lanes in each direction. This funding approach represents a combination of nontoll and tolled revenues. \$170 million in 2015 dollars in nontoll, local, state and federal funding sources and \$351.5 million in 2015 dollars in managed lane and toll finance revenue. Additional MPO funding adjustments are possible.

Next steps in the NEPA process for the U.S. 281 EIS are close of the public hearing comment period on July 1st, 2013, after which public and agency comments will be considered and a public hearing summary and analysis report prepared and circulated. Identify preferred alternative, conduct a public meeting on preferred alternative and provide a public and agency comment period. Prepare and circulate the final EIS and provide a public and agency comment period and, finally, an FHWA TxDOT record of

decision.

That concludes this presentation. Thank you very much for your time and attention. I'll turn it back over to Renee Green.

MS. GREEN: Thank you. I'd like to acknowledge that the attendance tonight of some of the elected and board members that we have here. Tommy Calvert is one of the RMA board members who has shown up. Tommy, if you're still here -- He's back in the back.

Is Bob Thompson here with the Alamo RMA board? I know he was planning on attending and so I wanted to acknowledge him. And is there anyone else that I may have left off? Please stand up and make yourself known.

But thank you all for coming out. We appreciate you coming here this evening and joining in this public hearing.

As stated earlier, the purpose of this public hearing is to provide information about the U.S. 281 draft EIS and allowing you the opportunity to comment on it. We're going to take a short recess. I'm going to ask that -- for five minutes to give you an opportunity if you want to look out in the foyer for some clarification on the information that Jimmy presented. It'll give you an opportunity to do that.

We're going to take about a five-minute break to allow you to visit that exhibit area and ask any of the team members questions that may have come up during the

presentation.

And, again, if you'd like to make a verbal comment tonight, please visit the Speaker Registration table at the back of the auditorium and fill out a speaker card. You will be provided a number that indicates your place in line for being heard. Speakers will be called upon in the order in which they registered to speak. Each speaker will have three minutes and time cannot be transferred to another speaker.

The time right now is right at 7:30. We're going to reconvene here at 7:35 and we're going to begin the public hearing. Thank you again for coming out and we look forward to hearing your comments.

(Recess taken at this point in the proceedings)

MS. GREEN: At this time, we're going to begin the public testimony portion of the meeting. All comments, verbal and written, that we receive tonight, as well as those we receive on or before July 1st -- are postmarked by July 1st, will be included in the official public hearing record. Again, I'm going to give you this information.

You can e-mail your comments at us -- to us, excuse me, at US281EIS@AlamoRMA.org or submit the comments through the project website, which is www.411on281.com/281EIS. Written comments may be sent to the Texas Department of

Transportation, Environmental Affairs Division, attention

Vicki Crnich, 125 E. 11th Street, Austin, Texas, 78701-2483.

At this time, we have 28 speakers who have signed up to speak. We ask that all speakers use the microphone up here at the podium set up in the front. Each speaker will be limited to three minutes in order to make sure everyone who wants to make a comment this evening has an opportunity to do so. No portion of your three minutes may be transferred to a -- or given to someone else. If you run out of time and you would like to make additional verbal comments, you may continue to give testimony to the court reporter located back in the open area.

I'm going to call your names out four at a time. The first person will come to the microphone and then the three following could be seated behind there so that we're not waiting on people to make their way up to the podium. So the first speaker that I have is Shirley Hatcher, speaker number 1. Speaker number 2 is Milton Hatcher, speaker number 3 is Sudie Sartor and speaker number 4 is Mr. Pat Dossey.

So do I have Shirley Hatcher? Okay. Mr. Milton Hatcher, you're next. Sudie Sartor, you're third and Mr. Pat Dossey, you're fourth. Go ahead whenever you're ready, ma'am.

MS. HATCHER: My name is Shirley Hatcher and I'm a nobody, but I am a nobody that votes and a taxpayer.

I realized right away that I was out of my league up here, but I'm speaking anyway.

I object to the improvements being tolled. I don't object to the improvements, but I do object to them being tolled. And I realize that what I wanted to say was to rant and rave about the politicians and I guess that's not on the agenda.

MS. GREEN: Thank you very much, Ms. Hatcher.
Mr. Milton Hatcher.

MR. HATCHER: My name is Milton Hatcher and I'm totally against it. MS. GREEN: Thank you, Mr. Hatcher. Ms. Sudie Sartor.

MS. SARTOR: My name's Sudie Sartor. I'm a founding board member of the San Antonio Toll Party and TURF and a Hollywood Park City Council person. On January 15th, 2013, the City of Hollywood Park passed Resolution 313, asking TxDOT and MPO to provide adequate funding for highway improvements adequate to the town of Hollywood Park which would enable its citizens access to highways without the imposition of tolls. TxDOT has received the copy of this resolution.

To start, I will state that I'm opposed to converting any of our current roads into toll roads and regarding -- regards to Highway 281, Hollywood Park is opposed to taking right-of-way the taxpayers have already paid for, the highway we currently have, in using more tax dollars to convert the lanes we use today into toll roads and then charging the taxpayers a third time for the privilege to drive on that roadway that we paid for.

Those that can't afford the toll will be pushed off the road, made to drive on the frontage roads with slower speeds and traffic lights. As for the environmental impact study that this hearing is part of, there's been no meaningful study of the impact the tolling of 281 will have on the surrounding residents, businesses or employees of the corridor as provided by federal law.

The toll plan just does not make any sense to anyone.

There's too much wasteful spending on things that we don't need like nine overpasses where seven will do. Each overpass costs \$10 million. That's \$20 million we could save if we could make the nontoll plan more economically feasible.

There's a plan for a bus direct connect at Stone Oak
that -- for Park and Ride with no actual data to justify its
need even and it costs \$58 million. The plan calls for bike
and pedestrian pathway along the whole seven miles of the
highway. Bikes and pedestrians would travel more safely
along the already planned frontage road that is more -- is
more -- that's more unnecessarily called -- unnecessary
cost.

Nontolled tag drivers will be billed 33 percent -- 33 to 50 percent higher than toll rates and the tolls will be on the road forever in perpetuity. There are more problems with this toll plan than I can cover in the limited time.

I ask that you fix 281 without tolls the way we were promised ten years ago. I pray that this study will be fairly looked at and listen to the taxpayers that have already paid for this road and are being asked to pay even more to improve it and then more again if you toll it. Our voice, the taxpayers, should be the most important voice you hear. Thank you.

MS. GREEN: Pat Dossey. And could I remind

everybody to speak into the microphone. We're having some trouble recording your comments. We want to make sure we get everything. Mr. Dossey.

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MR. DOSSEY: My name is Patrick Dossey. I'm a certified public accountant here in San Antonio. I've been involved with fighting these toll roads for ten years now.

I remember way back in 2004 the total cost of fixing 281 with three overpasses for \$50 million. Now, remember the secondary plan was a free road, to add additional lanes from 1604 to Comal County line, total cost \$100 million. Those are TxDOT numbers, although they deny it. We've seen the actual numbers.

And now where we stand today, somebody said we need \$460 million. They add a toll road, express lanes in San Antonio because we got to have bike paths, we got to have a bus path, we got to have this and that.

I'm telling you that the total cost of building a road back in 2004 is probably more than now because of the decline in commodity prices. If you don't believe in that, look at the stock market today. Commodity prices have tanked. Everything is going down. It's cheaper to build a road today than it was in 2004. And they had the money and they diverted it and used it up for something else. Now they say they have \$170 million.

They only took -- only would take \$100 million to add one lane in each direction down the middle where they already have the land in 281. They could do it today for \$100 million and they have the money. They say up there, I

got \$170 million, but now the road is going to cost you 460 million. Let me tell you why.

They did away with competitive bidding on highway contracts. Now they got something called design hype and build. What they do is, they let a contractor come in and build the road. Build -- build it, design it, do the whole schmear, and they don't have to look at the cost except up to 20 percent. They can give a bonus to whoever -- whatever they want in the contract for 20 percent of the contract amount. That's the law as it stands. It hasn't improved over what it was two years ago before they changed it.

Okay. Anyway, the cost is way up because design build -Go look up on your -- Google it tonight and find out what's
going on in this country. It's spreading all over and it's
costing double, triple, because everybody wants a cut of -piece of the pie and that's why we went from \$100 million
solution to 460 million today. Thank you.

MS. GREEN: Thank you, sir. Okay, the next four speakers that I have are Terri Hall, Mike Wikman, Micah Teich and Carlos Fragoso, Jr.

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MS. HALL: Good evening. My name's Terri Hall.

Tolls are the preferred alternative unless we say no loud and clear. While TxDOT claims no final decision on tolls has been made yet, tolls are currently their preferred alternative. RMA documents show that TxDOT and the RMA have been meeting to discuss entrances and exits for the managed toll lanes already before the public input today and before we believe federal law permits.

The toll plan and MPO documents today would convert two of our existing free lanes from Sonterra to Stone Oak into HOV transit toll lanes, shrinking our existing free capacity to ensure congestion on our free lanes and forcing us to have to pay tolls to get anywhere.

Then those free highway lanes dead-end at Stone Oak when all six lanes north of Stone Oak become toll lanes including the four free lanes that we drive on today toll free. So all nontoll traffic is going to be forced to exit at those frontage roads which will create permanent congestion and a log jam at both the frontage roads and backing it up onto our highway.

This will not meet the purpose and need of the project, which is to improve mobility and relieve congestion and improve our quality of life. They're actually creating congestion with this project and not relieving it if they toll it. Tolls will also cost you up to 50 cents a mile.

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That's 7 bucks a day. And the RMA has been on record since 2009 that they will charge tolls in perpetuity.

The electronic tolling is the ultimate in government

3 4 tracking of our travel plus people will try to avoid paying tolls so this will dump traffic onto our neighborhood 5 6 7

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streets making them less safe, more congested and adversely

affect schools, residences, property values and businesses,

not to mention these toll contracts prohibit or penalize the expansion of surrounding free roads to guarantee congestion

10 on our free routes.

> TxDOT and toll authority claim there's just no money to fix 281 nontoll so that's why they have to toll this freeway. Yet we already have the money to fix 281 and the new lanes and put in overpasses that were promised in public hearings in 2001. MPO documents show the money was there from 2003 to 2008 before they stole it and used it somewhere else to force 281 drivers to have to pay tolls to get our road fixed.

> Plus, the numbers just don't add up. Right now on 1604 west, for a 10-mile project, which is more than the 281 project, they're getting four new nontoll lanes, I believe five overpasses, for \$200 million. That's \$20 million a mile. Yet on 281, they're going to charge us 55 million a mile, nearly triple the cost of 1604 west right now today. So they've stolen our tax money and now they want us to pay

1 | tolls in perpetuity to bail them out.

MS. GREEN: Ms. Hall, if you could wind up your comments.

MS. HALL: Yes. So not only did the 100 million in gas tax gets stolen, recently, the MPO stole another \$50 million to pay for 281 to pay for an overpass on 1604 and northern ramp interchange. So they keep stealing our money to fix this freeway and force us to pay tolls. It is discrimination and a targeted tax.

And this toll road isn't about a lack of funds, it's about raiding our wallets and, frankly, dirty politics.

There's enough money allocated to fix 281 right now and we ask that you go to our table in back to get more information at 281overpassesnow.com.

MS. GREEN: Mike Wikman.

MR. WIKMAN: How do I follow that? Thanks,

Terri, for your eight years of leadership that I've been
involved in. I'm saying eight years. We've been fighting
these lousy toll roads as long as I'm -- eight years and we
got nowhere. Every time we turn around, it's, Oh, we're
going to vote for more toll roads again. Then we knock them
down. Then they say, Oh, we need toll roads again. Toll -Why do we need them?

Okay. Let me -- let me tell you about a problem that I don't think anybody's looking at. You got a mayor downtown -- Oh, man. Oh, man. He goes to New York state or New York City and advertises up there that we have little unemployment. Come on down. Move here. What the hell is going on?

Then he says, Oh, I went down to the council meeting and he said that's progress. Go out and look at 1604. If you tell me that's progress, I'm going to -- I'll eat it. It took me bumper-to-bumper traffic to get here tonight at 5:00 o'clock.

1604 was two lanes when I first moved here 27 years ago. Chaos is what we're looking at now. Chaos. The right hand doesn't know what the left is doing.

We got plans. Look at those beautiful maps down there that I paid for. Look at the beautiful map. What do they tell you? They don't tell you anything. It just tells you

what a picture of a highway and what they plan on doing about it.

They? Did you ever look at who these people are that are designing the highways? Hey, I went to an RMA -- By the way, I've been going to RMA and MPO meetings for years now and I've heard the B.S. at those meetings.

I met a guy, an engineer. I can't mention his name here
-- oh, I probably could -- who designed that Loop 10 and
1604. Have you been on that lately and backed up? The
traffic is backed up to here because people can't get off.
They got a yield sign there.

Whoever designed that is a nut and I called them a nut at the RMA meeting and, of course, he got up and said, proudly, that, I'm the guy that designed it. What can you do about those people? Why isn't he in jail? It's like anything else our federal government's done. Nothing. They do nothing and we sit here and put up with it.

American people -- Where are the people tonight? Where are they tonight? They're watching the silly Spurs rather than be here and fight this lousy toll road and their dreams of perpetuity.

By the way, you know who the construction company is?

It's Cintas. It's a Spanish consortium. They're about as

Spanish as my rear end is. You know, who they are? They're

Muslims. No, I know -- I know. They are Muslims and that's

wonderful. They own the construction company that goes into perpetuity with our tolls. Fifty cents a mile? God help us. MS. GREEN: Thank you, sir. Michael Teich --Tesh? MS. JIMENEZ: He left early. MS. GREEN: Okay. Carlos Fragosa -- Fragoso and I have Andy Johns on deck. Yes, sir. Go ahead.

MR. FRAGOSO: Sorry, I don't -- I'm not used to public speaking and, first of all, I wanted to say that I think the Williams Brothers did a great job on the 1604 ramps and I know one person died building that, but it sure has alleviated a lot of things.

I'm a native of San Antonio and I've lived in Encino Park for 18 years and, personally, I'm for the no build. Of course, I don't know if that'll happen. I would like to offer this idea of maybe just some additional lanes on northbound, southbound with fewer exit ramps -- off and on ramps.

The other thing that I would mention is that if this building goes through, I prefer the on-grade expressway and not the full overpass.

The one thing that I'm concerned about, which is what this meeting is supposed to be about, environmental impact statement. I'm all about the noise impact on the ramps or the overheard ramps because there seems to be a lot of them, almost on every main road over Bulverde, Encino Rio, Evans.

Every stoplight, basically, there's going to be an overhead ramp -- I mean an overpass and I would like the powers to be to look at some quiet asphalt or keep the noise level down. I never know -- We never know how things -- how these gears grind for the city. That's just my personal opinion about the noise level.

And as far as the growth impact, this whole problem's caused -- seems to be caused by the growth impact and the developers that keep building and building and building and building and how the city has to keep catering to all the building and building and building from the electrical to the service and all the infrastructure. Now we have to cater to the roads.

I don't -- I don't know why -- because San Antonio is the seventh biggest city in the United States, why we have to be the sixth biggest city. I don't -- I think somewhere I hope that the development slows down a little bit. I guess that's all I have to say other than, Terri Hall, my wife and I think you ought to run for mayor.

MS. GREEN: Thank you, Mr. Johns. I'm sorry. Mr. Johns, and I have Rob Killen on deck.

MR. JOHNS: Good evening. My name's Andy Johns here and I'm probably going to address the quality of life in the Big Springs HOA area. I feel they're disproportionaly -- I feel they're disproportionately impacted by this because of the proximity to the roadway.

No offense, you're coming to a nuisance, but it creates its own problems for those of us who live here.

Let me throw some things out here for you. For example, the distance -- and the EIS identifies something called receivers. And the distance from receivers -- from the road to receivers is -- seems to be a double standard. If you look at the Glen Spring areas, they have 17 receivers represented by R14, 15 and 16. They're about 700 feet from the center line of the road. Big Springs has 24 receivers represented by R6, R7 and R8. If you apply the same 700-foot criteria as applied to -- as used in the Summer Glen, the number of receivers in the Big Spring area jumps from 24 identified by EIS to, approximately, 66.

You have to look at the -- Let's get some real data here.

I was just kind of playing with the county GIS. Look at it
there. So I want to make sure there at those -- all the
receivers in that area are adequately identified,
represented, because we're going to be bearing the brunt of
any noise generated by either alternative proposed.

The second thing I'd like to do is talk about the noise

abatement. They talk about building a wall along the Big Springs area. Right now the EIS identifies it as a 12-foot wall. When, in reality -- Excuse me. Identifies a proposed 12-foot wall. The existing wall is eight feet. If you were to put an additional four feet there and do whatever you do to -- to reflect or abate the noise, it's not going to make a hill of beans. That wall needs to be bigger, higher, maybe higher than 20 feet, 24. You guys got to figure that out, but it's gotta be higher than what's proposed now. So I would recommend that gets a good look at.

I'd also like to propose that any expansion of 281 be lower. If that's means cutting grade, get it down. You don't need to build a super canyon like you've got at Henderson Pass, but get that road lower, keep the overpasses low so that the noise of the overpasses at Encino or Evans or Stone Oak aren't 57 feet in the air. And so look at that and try to do that.

The wall -- Let's see. Include vegetation where possible, slow the traffic down. Yeah, I know. Everyone wants to go, (makes noise), get there, but you're driving noise in our part here. Use noise-reducing asphalt. I understand there's some maintenance issues with it, it fills up. Come up with a maintenance plan for that. Just like the rubber out on a runway, you have to do it and maintain the coefficient of friction to maintain it safe.

I also ask that you do better noise modeling. Involve the community in the interim process and the interim steps so it's not a surprise that the proposed or the proposed EIS -- anyway, the interim steps on the next one.

And also look at a day/night noise modeling program. The noise at night is substantially more noticeable, thus more disturbing at night than daytime. Please consider that.

And I'm against the toll road. The 281 expansion was promised as no toll. The taxpayers' dollars were used elsewhere. I just ask that the stewards of our taxpayer dollars, the politicians, continue to honor those promises that were made in the past. Thank you for your time.

MS. GREEN: Thank you, Mr. Johns. Rob Killen, and I have Clay Smith on deck.

MR. KILLEN: Good evening. My name's Rob Killen, 2013 North San Antonio Chamber of Commerce Government Affairs Chair. On behalf of the North Chamber and over 1,400 member businesses, thank you for the opportunity to present comments. We've also submitted -- we've also submitted written comments.

First let me say the no-build alternative is not a viable option. Now, the super streets have done a very good temporary job of alleviating congestion temporarily, but traffic continues to increase on 281.

Presentation did a great job. I don't want to rehash anything you saw on the presentation, but we see the use of 281 continuing to increase. We have more people moving out along the 281 corridor, businesses, folks working out there, we need to increase capacity.

Now, there are a couple of -- there are three options under the EIS draft. North Chamber supports two of the build -- either of the two build options, but we don't support the no-build alternative. The no-build alternative does nothing to address air quality, congestion, future growth.

We also support the use of federal, state and local funds to pay for nontolled lanes, but, unfortunately, it doesn't seem like those dollars are there today. So we support the use of managed lanes or toll lanes to create that added capacity. Doing nothing is not an option.

Thank you for your consideration.

MS. GREEN: Thank you, Mr. Killen. I'd like to remind everybody to please speak into the microphone so we can make sure we record your comment. Clay Smith, you're up and, Bill Mock, you're on deck.

MR. SMITH: Thank you, Ms. Green. My name is Clay Smith. I'm the Director of the Advanced Transportation District Capital Improvements with VIA Metropolitan Transit, and I'd like to read a letter from the president -- interim president, Jeff Arndt.

We appreciate the opportunity to provide comments on the draft Environmental Impact Statement regarding the possible transportation improvements to U.S. 281 from Loop 1604 to Borgfeld Drive. On behalf of the VIA Metropolitan Transit Board of Trustees and Advanced Transportation District Board of Trustees, we support the U.S. 281 planned improvements between Loop 1604 and Borgfeld Drive that will reduce congestion, enhance air quality and improve safety.

The VIA and ATD Board support the transit priority managed lane concept of general purpose nontoll main lanes with overpasses and continuous frontage roads between Loop 1604 and Stone Oak Parkway as a preferred option.

The ATD Board of Trustees passed a resolution on June 22nd, 2012, related to the use of the ADT funds to assist in improvements on the 281 from 1604 to Stone Oak Parkway.

Included in this letter is an attached resolution and note four important conditions that the ADT board include and agreed to fund the project.

These conditions include TxDOT constructing transit priority lane in a direct connection between the transit

priority lanes in the future of VIA transit facility at U.S. 281 and Stone Oak. Also, funding is contingent upon the operating of the transit authority lanes and appropriate entity agreed upon by the ADT.

We're pleased to report that last week VIA received a categorical exclusion by the Federal Transit Authority for the proposed Park and Ride facility at U.S. 281/Stone Oak Parkway in accordance to the National Environmental Policy Act of 1969. We have negotiated purchase of all the property required for the full build-out of the facility beginning detail design.

Thank you for your consideration. Let me know if you have any questions that -- and that -- Let me know if you have any opportunity to continue our partnership in finding transportation solutions that provide commuters with reliable substainable trip in the San Antonio region. Thank you very much.

Thank you, Renee, and Bexar County, the Alamo RMA and TxDOT for their leadership in finding transportation solutions today in this region. Thank you.

Thank you for your comments, MS. GREEN: Mr. Bill Mock and Mel Borel is on deck. Mr. Smith.

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MR. MOCK: Good evening. I'm Bill Mock and I'm the Executive Vice President for the Greater San Antonio
Chamber of Commerce and I'm here tonight on behalf of our nearly 2,000 businesses to tell you that we support construction of additional capacity improvements along the 281 corridor from Loop 1604 to Borgfeld as part of a system-wide plan that will help deliver needed infrastructure, improve safety and much needed congestion relief.

San Antonio has the opportunity today that most cities envy. We have a diverse and growing economy that is anchored by strong businesses, community and elected leaders working together to create good jobs and to improve our quality of life. You've already heard that traffic has increased dramatically on this highway and that there are numerous conflict points and that the situation has resulted in numerous accidents, not to mention the feeling of people being penalized each day by being stuck in traffic and congestion.

While none of us wake up each morning excited about building a toll road, we do wake up faced with the necessity to leave home earlier to get to work or to leave work later to get home and so we often sacrifice our time with our family and loved ones stuck in traffic and we need to empower our community with more choices and more options

instead of just sacrificing time each day.

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But more importantly, as a voice of the business community, we know that infrastructure is critical to economic development and getting our employees to and from work is a huge safety issue for our employers, not to mention moving goods and services that keep people employed and businesses open. We know that the places that have poor infrastructure cannot grow and sustain their business or grow jobs.

And this is why the Greater San Antonio Chamber of Commerce support options that include the build alternative. We believe the no-build alternative should be rejected as it will not address future growth and the congestion within the corridor, nor will it address the safety and air quality concerns that follow.

So after so many years of studies, lawsuits, delays and inaction, we believe it's imperative that we continue to invest in our transportation network and expedite delivery of this long-promised project in order to provide motorists with some measure of relief from rising congestion routes, to address air quality concerns and to promote the retention and expansion who pays their employees.

Thank you for allowing me to share our thoughts tonight. MS. GREEN: Thank you, Mr. Mock. Mr. Borel and, Don Dixon, you are on deck.

MR. BOREL: Hi. My name is Mel Borel. I live in the area code 78260. I am currently the Precinct Chairman of the precinct that borders the 281 corridor. In conversations that I have had with my constituents in that area, I can assure you that more than a simple majority oppose tolling in that area. Yes, we want a solution and we know that it can be done for the funds that are available.

Now, I'm not going to go through -- It'll take me 20 minutes to go through this thing so I'm just going to hit the high spots. But what I'm going to do is acknowledge what Terri said. Every point she made I will submit in a written testimony, if you will. But just some of the high spots.

One of the issues that the EIS has not addressed yet is the question of toll viability. Is that going to be able to fund the highway if we toll it? Most of the toll roads currently in the State of Texas are critical, very close to not being able to support the investment that was made. Check it out if you don't believe me.

Also, the EIS must assess the financial impact to its citizens. Yeah, we're worried about water quality, we're about this, we're about that, the birds and bugs, et cetera. What about the impact to me? What's it going to hit me when HEB increases their cost and I have to pay for it because their trucks are running on that toll road? Give me some

assessment of that in that EIS study. So that's the impact to human beings that I'm concerned about.

Oh, talk about impact to humans. The displaced traffic. Even today -- By the way, I've been fighting this thing for the last seven or eight years. My traffic in the area that I live, which is off of Canyon Gulf and -- in that area, the traffic has increased because people are avoiding what's going on on 281 right know. Do you think it's going to get better with that stupid toll road? That people are going to try avoid it and get off? No. They're going to be driving through my neighborhood. And you talk about safety on the toll road? Yeah, what about safety in my neighborhood?

And then, of course, the -- the numbers just don't add up with the cost, as Terri pointed out. I will detail this in a written assessment. So, anyway, conclusion, I am opposed and most of my constituents and most everybody that I've talked to are opposed to the tolling solution. We want the expressway solution and that's what we're fighting for.

Also, every time we scratch the surface, some other thing comes up and we are blocked about doing the right things.

It's time that we have an open government, open -- I want to see the EIS deal with all these issues. Thank you very much.

MS. GREEN: Thank you, Mr. Borel. Mr. Don Dixon is up and Ms. Monica Ellis is on deck.

MR. DIXON: Thank you, Renee. My name is Don Dixon. I've been a businessman here in San Antonio for way over 50 years and my business was mainly manufacturing and what I'm going to address tonight is mainly the economic impacts on our businesses, manufacturing, distributing, our great military facilities we have here and also our tourism.

When we went to New York, which was almost every week, every month, we had to fight the toll roads up there. Now, this was a imposition to our company. We had problems affording them and we had -- we tried to avoid them every time we could. So we certainly do not want to have that situation in San Antonio. Of all cities in this state, this city loves freedom and we certainly want to maintain their freedom of travel that we've enjoyed for all these years in San Antonio.

Another thing that I'd like to address briefly is the fairness issue. 281 has been a -- a U.S. highway for a long, long time now. A lot of that land was taken by imminent domain, some was probably donated, but when that happened, the original intent of those takings and of those donations were to have a freely accessible road for the benefit of our community. Now, when government comes along later and says now that road is no longer going to be freely accessible, it will be a toll road, that is actually unfair and I believe a wrong policy for this state.

I'd like to address, just briefly, the funding issues.

San Antonio, as someone mentioned, is a very large city. We put in, approximately, 700 to a billion dollars per year into the state treasury of this great state in order to build and maintain our roads. But for whatever reason, those funds are not coming back. The funds are coming back for maintenance and new construction for this highway district. It's about 340 million a year. So this community is being shorted the funds that we should be getting.

We're giving in to do the job to furnish our public roads for this state. So we should be working on this issue, not trying to go find more debt money to build roads that we're already paid roads for -- money into that we're not getting built.

Those are my comments. I certainly support the complete nontolled alternative. I think that's by far the best alternative for this community and I hope everyone would support that. Thank you.

MS. GREEN: Thank you, Mr. Dixon. Monica Ellis, you're up and, Bennett Feinsilber, you're on deck.

MS. ELLIS: Hello. My name is Monica Ellis.

How's everyone doing tonight? I -- My passion about -- The reason why I came to San Antonio -- One of the reasons is because I'm a former military person. My husband, he did 30 years in the military. And I just -- It was nice things we heard about the community, how they look out for people.

So one of my concerns is that when you -- when we speak about environment, we're talking about people and when the speaker spoke and he mentioned something about buying off people's houses and lands and all that, I'm sure, when they made their plans, that they knew that all these houses were going to be in this environment before they were built.

I'm -- I'm sure they didn't wait till 2009 to figure out that all these people was going to move into these houses 'cause, quite naturally, if they move into the house, they have to drive on the street. I mean, that's a common sense thing. It didn't take the -- the engineer and all these people to figure it out, so, quite naturally, you knew that the prob- -- that the situation is there.

The second thing I'm looking at, we have retirees, we have disabled vets, we have people that's on even fixed incomes and now, all of a sudden, you going to add more to the burden. People don't have no money coming in, none coming out.

I have been working for a while and, finally, after five

years, received a pay raise and once my pay raise came, I started getting less money and not only did I get less money than I found out that for the next few months I'm going to be furloughed, you know. Thanks for my pay raise. you.

And now, on top of that, now, when I'm looking forward to retiring within the next few years, now I have to pay just to drive on a road that's already paid for. Think about it. Think about people. I understand that it is -- we do need a solution, but at least don't keep robbing the people. Help us. We do want a solution. We want things to be better, but at least think about the people. And I am against tolls. Thank you.

MS. GREEN: Thank you, Ms. Ellis. Bennett Feinsilber and, Don Durden, you're on deck.

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MR. FEINSILBER: Continued sound -- continual sound barriers along both sides of the right-of-way must be mandated. A severe and negative impact for Bexar County residents living within a mile of a reconstructed Highway 281 will be a tripling of road noise and very heavy production of particulant matter, exhaust, including airborne rubber particles, brake dust, diesel fumes, debris from truckloads and parts of the vehicle themselves. foregoing you can get from any federal agency which monitors interstate highways and throughways.

Such detriment -- detrimental impact on the peaceful enjoyment of a citizen's property is in violation of Texas statutes and upheld as such by federal and state environmental protection agencies. Clearly, as such, the impact of all the build alternatives representing law and, in fact, a taking of property as well as a taking of homeowners' and property owners' rights, the peaceful possession and quiet enjoyment can cause a sharp decrease in home values within a mile on either side of the right-of-way.

Again, the foregoing is an unequivocal taking of real and tangible property and as such the RMA, the State of Texas and Bexar County will be obliged to compensate all property owners for their losses. This will be a considerable amount of money. Installation of Federal Highway

Administration-approved 12-foot-high sound barrier walls when residential properties are 100 feet or more from the Highway 281 right-of-way will -- and they're used in all cities, but prove to be most effective in all categories of protection. Twelve-foot-high sound barriers are reimbursable under FHWA regulations.

The Alamo RMA, as does TxDOT, has a clear and present obligation to protect the health, safety and welfare of all persons impacted by their engineering design and associated activities. Indeed, that is the duty, federal and state, of all licensed professional engineers, land planners and others.

Certainly no involved party desires to perform other than in the best interest of the citizens of Bexar County and environments. The foregoing proposals are common in the industry and inexpensive to implement. It would seem failure to do so would create long-term problems for all persons, particularly young children and elderly. you.

MS. GREEN: Thank you, Mr. Feinsilber. Durden and David Neibel or Neibel is on deck.

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MR. DURDEN: Thank you, Ms. Green. Good evening. My name is Don Durden and I'm here tonight representing the San Antonio Mobility Coalition. SAMCO represents more than 80 public and private sector entities. Our primary focus is to advocate for increased investment in transportation facilities here in San Antonio and Bexar County. We've already submitted our written comments regarding the draft EIS. Tonight I'd like to cover a few of the salient points behind our support.

Regional population is projected to increase in this corridor by 76 percent by the year 2040 to 3.5 -- excuse me, that's in the county area -- 3.56 million people. Much of this growth is occurring in the northern part of Bexar County.

More specifically, the population in those census tracks adjacent to the study portion of U.S. 281 are projected to be 142,000 people by 2035. That's an increase of 93 percent, almost doubling by the year 2035. Employment along the corridor is projected to increase from 26,635 people that we had in 2005 to 43,000-plus in 2035. As a result of all of this growth, traffic has increased and regardless of whether we build or don't build, we'll continue to increase along 281.

Specifically, three-tenths of a mile north of 1604 on the south end of the project, traffic will increase from 133,000

vehicles per day that we had in 2010 to about 205,000 vehicles per day in 2035.

On the north end of the project, half a mile north of Borgfeld, the average daily traffic that we saw in 2010 of 30,000 vehicles will almost more than quadruple to a 140,000 vehicles per day in 2035.

The draft EIS indicates that the environmental issues associated with either of the two build alternatives can be addressed, while the no-build alternative fails to adequately address, in particular, the air quality concerns and the safety concerns. For this reason, SAMCO does not support the no-build alternative and I might add that the no-build alternative does little, if anything, to address the quality-of-life issues.

On the other hand, either of the two proposed build alternatives do address growth, quality of life and the associated environmental issues and, therefore, we support moving forward with either one of the two build alternatives.

On behalf of SAMCO, I thank you for the opportunity to offer our written and oral comments as part of this process.

MS. GREEN: Thank you, Mr. Durden. David
Neibel, Neibel. I'm sorry. I'm not sure which way to say
it. And, Jim Lamberth, you're on deck.

MR. NEIBEL: Hello. My name is David Neibel and I am for the nonelevated surface expressway for a number of reasons. The first of which, at face value, from the slides that we've seen of the cost of the project of \$200 million increase to do elevated expressways seems unreasonable at 30 percent increase in cost for the project.

Now, I'm not going to argue with the numbers that I've heard that there have been projects offered before for much less money. I don't have history or knowledge to that, but at face value, from what I've seen today, I would advocate for the nonelevated surface expressway.

Another reason I would advocate for that is the -- from the slide that we saw, increase in three foot 200,000 cars per day over 170,000 cars per day, as I understand it. It seems better.

And from a cost standpoint, also, it will likely be much cheaper to expand, in the future, a surface expressway than an elevated expressway all the way up to Borgfeld.

And, lastly, for -- for that particular alternative, the noise difference of a surface expressway versus an elevated expressway will be substantial, especially the homeowners close by.

And from -- from a tolling perspective, and I've heard a lot of interesting things today, and that definitely gives me pause. I appreciate everybody giving impact -- or input

1 | and speaking their mind at this -- at this forum.

Thank you for the opportunity for this forum, by the way.

But I grew up in Dallas and there's a corridor much like 281 where I grew up, and it's Highway 121, and the traffic was absolutely atrocious and we tolled it the last few years that I lived there and the build-out was very quick, very, very quick, went from the project beginning to the project end, and the congestion, I can attest, was substantially reduced both on the tolled road and the nontolled frontage roads. So from personal experience, I don't have -- I don't have apprehension about the congestion aspects of tolling.

However, if there are political or financial issues that need to be worked out, that things are under the covers, bad deals are being made, we definitely need to look into that.

And that's all I have to say as far as that's concerned.

Thank you for your time.

MS. GREEN: Thank you, Mr. Neibel. Jim Lamberth and Mike Maurer, Sr. is on deck.

MR. LAMBERTH: My name is Jim Lamberth, and I'm trying real hard to be optimistic. Been fighting this battle since '05 and we've heard different ones say how long they have been in the battle, but as I sat here and listened to this talking, I'm trying to figure out how come you can drive better on a toll road than you can on a free road.

What's the difference as far as my wheels turning around is concerned? I don't understand that.

They built a toll road in Dallas and covered -- carried more traffic. Well, no, maybe not more traffic. I don't know. But the thing is that bothers me, because I've testified here, I've testified in Austin, I've testified every place, and I've come to the conclusion if you-all already have your mind made up what you're going to do before we have these little meetings like this -- I know the meetings are required, but I've been in one where those opposed were 100 of them and seven were in favor of it and guess how the vote went? With the seven. Right in the -- right here in this building. We -- Many of you were here. I hear some yes. So, you know, it bothers me.

And I was thinking the other day. I think about the old West, when they were settling the old West. You'd have some unscrupulous guy come along with no conscious and he'd hire himself some gunslingers and he'd get a little piece of land there and then he started fighting the other people around

and he would stampede their cattle with his gunslingers and he'd -- he'd dam up the creeks so they couldn't have any water for their livestock and he'd do everything in the world that he could to run those little fellas off and keep the big fellas, him.

And I see a comparison here to me, but, fortunately, the West did get settled because some of us stayed in there, not me, but I'm standing here, stayed in and kept fighting and kept fighting until, finally, we regained a little foothold.

The West did get settled and I can't -- you know, we got a big deal on this 85 miles an hour on I-30. Man, what a deal. How much did it cost to advertise that? 85 miles an hour? I saw ads all over the place. These big things up there that tells you how -- five minutes before I-10. They use those to advertise -- Go over to Seguin, get on I-30, 130. Guess what? The truck's not got getting on I -- 130. They cain't afford it. They're charged for every axle that goes across and the money goes to Spain. That's what we get out of this.

And I don't know if he's a Muslim or not. I don't know anything about the company, but I know one thing. When we first started fighting this battle, the only road they had ever built was in Canada and it went bankrupt and that was a lot of years ago. Most of you probably weren't even

fighting this battle at that time. I thank you for the time. MS. GREEN: Thank you, Mr. Lamberth. Michael Maurer, Sr. and Mr. William Flessner is on deck. (Court Reporter asks to stop for a few seconds) MS. GREEN: Go ahead and get the next group up here. After Mr. Flessner is Rose Maurer and Beverly Adams. If you all would like to come up and take a seat. Mr. Maurer, you can -- you can start. Excuse me.

MR. MAURER: Yes. My name is Michael Maurer,
Sr. I'm against any option involving HOV lanes and/or toll
lanes. Government just refuses to listen to us. You know,
at all these meetings, we have been more than enough against
this thing, but they just refuse to listen. You have a
turn. My mom wonders, Why can't they build an overpass?
Well, Mom, they haven't built the overpass 'cause our
political thugs up in Austin want to sell out our free lanes
to foreign companies. That's why.

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How will this lane affect me and thousands of others? I don't work the contemporary 8-to-5 job. You know, I got -- I go in at a time where I can drive 45 to 55 mile an hour on 281 going in; and coming home, I can damn near drive 60 miles an hour unless I'm stopped by a stoplight.

So there's thousands of people like that that will be negatively affected and where is this study showing how you-all are going to affect all of us thousands that don't have 8-to-5 jobs where we're going in at 11, 12:00 o'clock noon? Where is that study, man? That's how it's going to negatively affect thousands of people.

I am for a complete nontolled expressway option. You heard of the saying, I want my money and I want it now?

Well, I want a complete nontolled expressway option and I want it now.

MS. GREEN: Thank you, Mr. Maurer. William

Flessner.

MR. FLESSNER: I wasn't planning on speaking tonight, but I'm a Comal County resident and I've watched this take place. I moved to Comal County 17 years ago when you could drive from downtown Blanco to Corpus Christi and hit one red light and that was at Encino Rio and in around 2000, the overpasses were paid for. One was done. It was at 1863 and Highway 281. Not a single overpass has been put in place since.

Where'd that money go to? That's all that was done.

Every overpass from 1863 all the way to 1604 was paid for and funded. One was built. The project was killed and all we've been hearing since then is more tolls, more tolls, more tolls.

No build is not an option. Trust me. I know it. I drive it every day for the last 17 years. I've seen the traffic grow and grow and grow, but something has to be done and free roads are the way to go.

MS. GREEN: Thank you, Mr. Flessner. Rose Maurer and, Beverly Adams, you're on deck.

MS. MAURER: Thank you. You know, we -- we do seem to be losing our freedom -- or at least it's being challenged and I think a lot of people are actually awake -- awakening to this and one of them is prayer and I think that we ought to pray for these officials. You know, I think they need to open their eyes.

I think we need to pray to God for them to open their eyes, open their hearts and be a part of a city that can actually care about other people, actually cares that the economy would go into the tank, actually care that we don't have to annex every farm and ranch in sight because we want to make our city -- I don't know, maybe they want it like Chicago. I have no idea, but it does seem they have no limit on how much ranches and farms they can take in and develop.

Now, the funny part is they're talking about warblers and things like that. That's so sweet, but you know how many little creatures die in development? I'm for growth, but I'm not for growth that puts it on the backs of the taxpayers. Let the developer come in, buy something, put their own water system in, put their own road in and maintain it. Maintain it always in perpetuity. That's the classy way to do things instead of saying, San Antonio take care of it.

Well, here we go with another thing. This toll road

1 seems similar. Now -- I'm looking at the time.

You know, also, we need to run for office. We do. We need to stop being scared, say we can't do it. We -There's people out here that would be wonderful people to run for office because they don't, obviously, listen.

I'm sure they're very good people, but they don't really care, it seems like, anyway. Or they've got some idea that we need to be bigger and -- you know. We don't need to be bigger. We need to have quality of life here.

And one more thing -- well, several more things, but I only have a few minutes here. Lawyers. We need lawyers to step up. Join Terri's organization. People, join her organization. This woman, mother of ten children, God bless her. If she can do it with ten -- nine home-schooled children, who -- who of us can complain? Thanks.

Anyway, thank you-all for showing up and I know there's a solution and this is not a solution. We need to step up to the plate. Thank you.

MS. GREEN: Thank you, Ms. Maurer. Beverly Adams, you're up. Gail Grisell, you're on deck.

MS. ADAMS: Well, I've lived here all my life and San Antonio Texas, we've always -- we've always had growth, but the thing is our leaders have had the intelligence to know how to handle this growth without toll roads and paying as you go sometimes. Would you believe they say we're going to have more growth? Well, you know what means? More vehicles. That means more tax receipts.

So question. Gasoline taxes are high. Question -- We'll have more money, right? Okay. Gasoline taxes are higher than the profit to the company that produces the gasoline. Why can't our state and local governments build our highways on this funding? I was told, Well, taxes haven't gone up in years. Well, simple. Raise the gas tax. Duh.

Well, let's see, instead -- instead of turning the toll road -- we managed our own roads managed by foreign governments. Where's the wisdom? Raise the tax. That's bureaucracy. When I come to one of these things, there are so many agencies that contribute to all of this development that it's got to be expensive just paying for all these experts and they make a lot of money. They sure dress better than I do, I've noticed.

So citizens are against the toll road. I have been in San Antonio coming to some of these meetings and I've seen a lot of instances that citizens are against a lot of things, but we're not being heard. I mean, there is a user

patient -- Our declaration calls it user patient and then we lose. We lose the rule of law and that's the only thing that separates us from Mexico. They have lost the rule of law and the cronism and the money that goes to places that we don't know.

You've heard it talked about there's money, but where is

You've heard it talked about there's money, but where is it? Where is it going? And to have a foreign entity build our highways and do they get to own these highways? This is our sovereignty. There is a fourth option to all of this:

No tolls and use our taxpayers money.

New Jersey, they don't have much land so they need toll.

As far as I know, Texas has a lot of land and there are a

lot of states who have no toll roads. Why can't we be like
them? So no build, no tolls. There is a choice. Thank you
very much.

MS. GREEN: Thank you, Ms. Adams. Gail Grisell and, Van Mabrito is on deck.

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MS. GRISELL: I'm Gail Grisell and my husband and I live in Spring Branch at the present time and we've lived in San Antonio for a very long time. I've been here 42 years and I'm a physical therapy assistant. I work in home health and I've been driving the roads in San Antonio for 22 years.

I have several concerns. The most obvious one is double taxation. We've already paid. I don't want to pay again.

I mean, you know, we're going to continue to pay taxes and we're going to continue to pay taxes and those taxes should continue to build our roads.

The other problem is increased accidents with congestion on surrounding alternative routes as people are displaced and they try to avoid tolls. This is also completely unfair for taxpaying property owners and business owners along the alternative route. These people will suffer the brunt of this problem. Their own safety can be put at risk as they're trying to enter and exit their own neighborhoods. They're paying their taxes, they should not be penalized or endangered in any way, neither should their children.

People who work, as I do, who get in a car and drive in the city all day, are being more penalized if they work in PT or in home health. People who have to come into the city for supplies, medical care and especially seniors on fixed incomes, as the young lady came up and said earlier, our

veterans who are all also on fixed incomes and low-income taxpayers will face a new and unjust burden. They just can't fit it into their already meager budgets.

People, Hill Country dwellers, as my husband and I are now, who work and spend our money in San Antonio and pay taxes in San Antonio, will be heavily penalized. The farther out we live, the more we'll pay just to get to and from work every day.

We're not ignorant of the fact that once we get this thing, we're not going to get rid of it. We have to stop it now and as long as the money is the motivation, they're not going to care. We have to care. We have to fight. We have keep fighting and keep fighting and keep fighting and keep fighting to cause if they can wear us out, they will.

I have a friend who lived in a suburb of Houston, in Pasadena, Texas, who experienced the toll and, personally, I've been blessed not, so far in my life, to go over a toll road, but because of the toll road, the frontage roads were very congested, people avoided the toll roads and the road never made the money for the city that they planned.

They're not only double taxation and unfair and unsafe for the people living there and have businesses there, they -- they increase financial burden, physical risk on the taxpayers on the alternative routes. They just don't work.

MS. GREEN: Thank you, Ms. Grisell. Van

Mabrito and, Pam Farris, you're on deck.

MR. MABRITO: Hello, citizens. My name's Van Mabrito. I've been a resident of San Antonio most of my life. I'd like to thank the TxDOT officials for coming out today and for all of you.

Citizens, we're -- we're in a daze. We're facing an unprecedented threat on liberties, our prosperity, our way of life and I agree with many of the former speakers who have gone over the very practical issues of why these toll roads are so -- not only unnecessary, but unworkable, the lack of safety -- safety issues, double taxation. This is -- So many -- so many congestion on alternative routes, but I want to go -- so I want to go over some of the -- go a broad overview and do it in terms of questions I have for the officials, respectfully, and just for all of us to ask.

First of all, if there was problems, there was a very extensive presentation of all the problems the toll roads are supposed to address, but, again, has been asked, if those were to be addressed, why -- why has it not been done already with the taxpayers' money that was provided for already? The taxpayers have already paid for it. Why is it -- why have the promises not been kept and why, in effect, are the citizens being called on to pay double taxation?

This is -- I'm a man of peace, but we had a American

revolution once for our freedom that involved taxes and it involved freedom and I'm a man of peace, most -- I think most of us are here, but we're getting -- we're getting more and more aware of the government intruding in our lives more and more taking away our liberties, our prosperity, our way of life.

The other question I have is why don't you put it up to a vote? There was a state amendment, but it hid the fact that it was toll roads. Why do you not put it up to a vote to the people? Is there a fear that they very well may oppose it? But you and I -- most citizens opposed it. And who profits from this? Not only those in bureaucracy, but in commercial interest, other than just normal profits which are justifiable.

Contracts. Who are the interests involved in this? I think that's something that really needs to be examined who is behind this. It's not a conspiracy thing, but it's just fact that money seems to rule instead of principle in these days. And why is it this is continually being pushed? You know, we're -- after ten years, the citizens have spoken. So we have ask --

I'll just close with this. Why are the citizens' voices completely being overruled and the bureaucrats forcing their will on the people? Total neglect, total rejection, total disrespect of the people. The state, government bureaucrats

forced -- trying to force their self on my prevail on the will of the people, totally disrespecting the people instead of engaging, instead of top level bureaucrats and commercial interests trying to force their will on the people. And we pray for you guys, but we need to ask you to respect the people.

MS. GREEN: Thank you, Mr. Mabrito. Pam Farris and, Viki Taylor, you're on deck.

MS. FARRIS: Hi. One of the things that I think I've heard all night tonight that we're all sick and tired of is we, the people, are not being heard. We are so sick and tired of our politicians telling us what's right and what is best for us. We have brains. We can figure things out. We don't need politicians constantly telling us what's right and what's wrong and how to get things done.

We're tired of them mismanaging money. On the toll road and the highways, we've seen MPO mismanage the money.

Millions have been missing and we're tired of -- of seeing our tax money that we've worked hard for not being spent diligently in a right way.

Neither of the alternatives that you presented actually adds any more lanes to 281. One of them just guarantees a bottle neck at -- where was it -- Stone Oak. The MPO, I think, needs to -- some way they think that bike and pedestrian trails or paths and then they want to put in some lanes for future rail and they seem to think that those things are more important than auto lanes and I think that auto lanes is what's -- what's missing. It's not bike and pedestrian trails that's missing on 281. We need more freeway lanes for vehicles and not for rails or pedestrians.

We need to get our legislators to take our gas taxes and put it back into a lockbox. Take it out of the general fund, put it into a lockbox so that it is used solely for

highway road and construction maintenance. We've already paid for the land. We had the money to fund 281. We've had it for some time. All you really need to do is add the overpasses and some -- what you call it -- access lanes, but you haven't done it.

You've had -- had the money for years and years and years, but you're trying to force us constantly into these toll lanes and, like you said, the citizens have said no. We have already paid -- paid for the land, we have the money to build the overpasses and the access roads so just get it done.

Quit trying to give all of our money to your cronies. We're so tired of this phony capitalism. Spend the money the way it was meant to be spent. Our gas taxes are supposed to go to our highways. Thank you

MS. GREEN: Thank you, Ms. Farris. Viki Taylor is up and Al Hanak is on deck.

MS. TAYLOR: I live off of 1604 and 281 and I'm against toll roads in any form or fashion because it's a debt that will never be paid off. We shouldn't be leaving these debts to our children, grandchildren. Also, toll roads can lead to foreign companies owning our road and I will say, Remember the Alamo. Our forefathers would never have done that. We need to fix 281 without toll roads.

I'm also wondering maybe if some other options can be considered. Maybe some other highway construction companies can maybe offer bids that can be -- you know, maybe they can offer some more bids that will be maybe more creative and cost effective that would meet the needs of our -- of our area.

And another reason I'm concerned about foreign companies owning our road is because we've seen how some judges have voted that they can -- by imminent domain, they can take people's land and -- anyway.

So I'm -- I think we need to fix our roads without toll roads. Thank you.

MS. GREEN: Thank you, Ms. Taylor. Al Hanak and -- Oh, I'm sorry.

MR. HANAK: Al Hanak. 1 2 MS. GREEN: Thank you. 3 MR. HANAK: And looking at the funding documents, there's \$170 million already available. That 4 5 \$170 million can be spent right now to build on surface 6 roads, the main road and overpasses and maybe with 7 \$50 million more we can have the whole project done shortly 8 without toll roads. I believe it can be done without toll roads, without red 9 10 lights, because we can have overpasses at Stone Oak, 11 Sonterra, Evans and other major intersections and service 12 roads leading into the main highway that are far less 13 expensive. Thank you. 14 MS. GREEN: Thank you, Mr. Hanak. Allan 15 Parker and Joane Kobel is on deck. 16 17 18 19 20 21 22 23 24 25

MR. PARKER: Thank you very much. My name is Allan Parker. I am the President of the Justice Foundation headquarterd here in San Antonio, Texas. That's for identification purposes only. I am speaking as an individual tonight and not on behalf of the organization, which has not taken a position on this issue.

I live in the area and I'm deeply affected by it, so I just wanted to publicly express my opposition to toll roads and say that I am for the no-toll option. I believe in limited government, but I believe building roads is a very legitimate function of government and the government should spend more of its money on its core functions than wasting its money on other things and leaving it unable to build adequate road infrastructure for the state.

We need to spend all the money, the gas taxes, on roads and -- So I support the lady who called for prayer for those in authority. I urge all of you to do that for them. It's a difficult job.

I appreciate all of you-all who are taking the time on this night of all nights to come to a public meeting, as you know, for those who are Spurs fans and I just don't want to take any more time. I don't have that much to say, but I wanted to record my opposition to the tolling. Thank you.

MS. GREEN: Thank you, Mr. Parker. Joanne Kobel.

MS. KOBEL: My question is why are we talking about toll roads when we have not finished the job they promised before this? We have side roads that have been sitting and waiting for us to do something with it. We have -- right at 1604 and 281, wow, this is our gridlock, not Evans Road and 281. We have one lane and four after you get past 1604 on each side. Four lanes. Do you think that maybe if we got three more lanes when we got off of 1604 we would release some of this gridlock? Have you ever thought about that?

We have -- So we have one lane. We'll say that is a Coke can, but we have three lanes to get onto. Do you think you could get one car on one lane when it needs four? We haven't finished putting in the four lanes we were told we were going to get. They're spending this money on what? A toll road? They haven't finished the first one.

I don't know about you, but when I was raised, it was told, You start a job, finish it. I'm a quilter and I don't do six quilts at one time. I start it and I finish it. Get rid of the idea of toll roads. We haven't finished the last job they took money for. Thank you.

MS. GREEN: Thank you, Ms. Kobel. conclude -- That's our last speaker that signed up. It's still prior to 9:00 o'clock so the public hearing will stay open. If you would like to sign up to speak --MR. FINGER: Point of order, I signed up to speak earlier. MS. GREEN: If you -- Go ahead. We'll let you speak, Mr. Finger, but please make sure you fill out the paperwork. MR. FINGER: I did earlier. MS. GREEN: Go ahead, Mr. Finger. We'll allow you to speak, just don't leave until we make sure we have your -- your comment card. 1.8

MR. FINGER: For the record, my name is Jack M. Finger. I have an unofficial ministry going down to the San Antonio City Council every time they have a meeting speaking out on the issues trying to make clear the (unintelligible) that exist there. I see the boondoggles, I see the conflicts of interest, I see the general (unintelligible) of the citizens all the time. I see, especially, the unethical, immoral decisions made by that governmental body and some proposed immoral decisions they're planning on making in the near future.

This fight against toll roads is one that I did not need. I'm already discouraged enough by what I see in other parts of our local government, but I, once again, see just a gigantic power grab for our tax-paid roads, roads that we already paid with our gas-tax dollars, proposed tolls that will go on into perpetuity long after they've been paid for and the fact that we, the citizens, don't -- who have to use these toll roads will not get a chance to vote on it and, for that matter, the idea that a foreign company is going to not just manage it, but they have the -- exercise and powers, in effect, due to owning it.

I see -- I see that assumptions that TxDOT and the Alamo RMA are proposing here. The idea that gives us more -- giving us toll lanes here on the diagrams there. I'm sorry, it's obvious there's no more added capacity for -- for all

the traffic jams that have already taken place there and the idea that -- that you have a -- well, the fact that you have toll roads supposing to take care of this congestion.

Well, as -- as -- Thank God for people like Terri Hall who exposes this -- these corrupt notions. I mean, having toll roads, shifting of traffic elsewhere, do you think that's going to help out with no improvements on those roads planned? That's going to help? And you think that that's going to sell people on toll roads? They'll just go through the neighborhoods and increase the traffic there and the danger for -- for children and others who have to walk along the streets.

The other boondoggles here -- What is it? Connect -direct connect ramps for our VIA Park and Ride when there's
no real study to show that they really need it. Bicycle
paths, pedestrian pathways, that -- when they could be using
the access roads.

There is so much wrong with this stuff. How can anybody with a conscious -- with a conscious even be a part of proposing any of this? Gentlemen. I've been trying to figure that out for eight years now. I'm still waiting for some decent answers. Thank you.

1 MS. GREEN: Thank you. Well, that took us
2 right to 9:00 o'clock. Again, I want to thank you for
3 coming out this -- coming out this evening.

All comments that we receive tonight as well as those we receive on or before July 1st or postmarked by July 1st will be included in the official hearing record. Again, you can e-mail your comments to us at US281EIS@AlamoRMA.org or you can post them on the website 411on281.com/281EIS. Following the public hearing comment, we'll prepare a public hearing summary and analysis report which will be available for public review.

Thank you again for attending tonight's public hearing.

We are adjourned and please drive safely and, if I might

add, go Spurs go.

* * * * *

STATE OF TEXAS

COUNTY OF BEXAR)

COURT REPORTER'S CERTIFICATE

I, PATRICIA M. GREEN, Certified Shorthand Reporter in and for the State of Texas, hereby certify that I was employed to and did report in shorthand the matter entitled "U.S. 281 DRAFT ENVIRONMENTAL IMPACT STATEMENT, PUBLIC HEARING" on JUNE 20, 2013, and that the foregoing 102 pages of transcription were prepared under my direction and contain and constitute a full, true and correct transcript of my shorthand notes taken at said time and place and reflect, to the best of my skill and ability, an accurate record of the subject proceedings, and that an original and one copy only hereof have been prepared at the direction and for transmission to MS. SONIA JIMENEZ, XIMENES & ASSOCIATES, INC., 421 Sixth Street, #1, San Antonio, Texas 78215.

WITNESS my official hand this the day of

2013.

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PATRICIA M. GREEN, CSR #3614 Expiration Date: 12/31/14

KOOLE COURT REPORTERS OF TEXAS Firm Registration No. 413 8000 IH-10 West, Suite 600 San Antonio, Texas 78230

(210) 558-9484/FAX 558-3129

U.S. 281 DRAFT ENVIRONMENTAL IMPACT STATEMENT (EIS) PUBLIC HEARING

JUNE 20, 2013

SAN ANTONIIO SHRINE AUDITORIUM
901 North Loop 1604 West
San Antonio, Texas 78232

MARTIN GUTIERREZ: I own the property at 26587 Highway 281, and I'm opposed to the property -- or to the highway. I would just like it to stay the way it is. I'm a business owner at that intersection.

ALFRED HANAK: My comment is off of
Stone Oak Parkway. And, first of all, I feel that 281
should be a non-tolled highway all the way to the county
line, the reasons being, first of all, there are a lot
of people that do not have a lot of income that are
retired on this side of town that could not afford toll
road fees. There's no guarantee that the toll road
would be profitable to pay off the debt. Who would be
stuck with the debt if it's not paid off, the taxpayer,
who is I and others from the south side, the east side,
the west side, the north side, therefore, it's an issue
that needs to be looked at.

Austin was recently publicized as losing a lot of money, and who's going to be stuck for that, the state and the taxpayers of Texas. The money that was given -- distributed from the tolls, a great majority of it went to the public firm that made a short segment of the toll road, and the state got a small portion, and they built the biggest portion of that toll road, so I feel like that toll roads are not profitable. And it's been shown that toll roads are not profitable as a whole. There's no guarantee that a toll road right now would be profitable in San Antonio. I believe that we need mass transit.

I look forward to using 281 as a road that is elevated, where you have overpasses or whatever it is that's required to connect major thoroughfares from one side to the other, like Stone Oak, Evans, Sonterra, and other -- Bulverde Road, and those type of streets that intersect 281.

I also feel like anything that involves funding for the roads should be given to the voters of the county and the city, San Antonio, to determine if they want to be taxed for this or if they wish to have federal money, state money, and toll road -- not toll road money, but money for street development used for these projects.

I feel that there is sufficient time for a good plan source of roads and a plan for funding that can be worked out between the federal government, the state, and the county, and we don't need any toll roads. And that's my feelings on it.

DEBORAH MALDONADO: I am not in favor of a toll road. I don't understand why this particular highway, out of all of the highways serving the San Antonio/metropolitan area has been targeted for this type of a project, for tolling. I don't believe anything like this would ever happen in an area on the south side or other areas of town. I'm tired of providing a revenue base for the entire city.

In addition, I do believe that something needs to be done. I don't think that this plan has taken into account any sort of protection of preservation of what is really the gateway to the Hill Country. I think it's hideous, both of those designs. With that being said, I'm absolutely against an elevated option. And everyone that I've spoken with here, none can give me an exact same scenario where this has been done around the country and where it's been successful. I think an elevated option would be ugly, it's going to be more costly. I don't believe the cost overrun estimates that have been provided are the cost -- the difference in estimates, it would be much more expensive to do something like that.

I'm definitely in favor of a project that is on the ground and that is a free, non-tolled project, paid for with our tax dollars.

FROSTY FORSTER: We have wasted an inordinate amount of time and taxpayer resources to arrive at a foregone conclusion.

JERRY SINCLAIR: If there was to be an alternative made, my preference would be for the elevated expressway alternative. I believe that would allow us future potential in growth without having to go through something like this again.

mon-tolled would be non-tolled, and I would like to see the highway funds that are currently being collected be used for road improvement projects, rather than used for other things. I believe in the -- if managed roads are in place, that tolls should not be a part of that. I also believe that I shouldn't have to pay for a road that I've already paid for more than once through maintenance, through tolls, whatever, and I believe the gas tax is too low, it should be increased to compensate.

PAULINE FRERICH: We want the complete expressway option, the non-tolled option.

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MONROE FRERICH: My name is Monroe

Frerich, spelled F-R-E-R-I-C-H. I live at 461 Stealth

Drive, in Spring Branch, Texas, and it's up near the

intersection of 281 and 46.

We use 281 to go to see our doctors and that, and make business appointments downtown. We've done a lot of business down here. We have three buildings in San Antonio on the east side of town that we have to take care of. And we would like to place a vote that we want the complete non-tolled expressway option.

UNIDENTIFIED MAN: There are some local manufacturers here in San Antonio that depend on highway construction for employment of literally thousands of people, so try to keep the contracts available for local contractors.

I live in the Big Springs VIKI MELTON: Homeowner's Association, Village on the Glen, the one that they want to put the wall right up against my neighborhood, and to double deck the neighborhood would totally annihilate the property values in my whole neighborhood. We want it to stay on the ground and we want a higher, longer sound barrier wall, period, and we're not going to take no for an answer. We also don't care for toll roads.

AVONE FISHER: I would like to see cars left on the ground as much as possible, no elevated highway. It will destroy our neighborhood. And I would also like to see a sound barrier wall between Evans Road and Redland Road.

that lives in Timberwood, up on 281. What I -- he and I prefer are the ones over there with the bridges, but the only thing -- that's the perfect one, no toll bridges, and a few turnarounds. They work perfectly with what they built south of 281 -- on 1604 on 281. That's a perfect way.

DON DIXON: Okay. My name is Don Dixon,
D-I-X-O-N. My comment is, basically, I've been in the
manufacturer's business in San Antonio for many, many
years, and one thing I really liked about San Antonio is
the freedom to travel that San Antonio has provided us
over the years, and that's compared to my tremendous
problems with the cost of travel in New York and
New Jersey, because there are toll roads up there.

So we need to keep the toll roads out of San Antonio so we can protect our manufacturing base, our distributors, our military, our tourism, and the freedom of travel for everyone in the city, so on the 281 project, the complete non-tolled freeway is the only acceptable solution.

San Antonio highway district taxpayers contribute 700 million to \$1 billion per year for the state roads. We should build non-tolled freeways with this road money, and not street cars and not toll roads.

In the last three or four years the San Antonio highway district has actually been shorted the funds that we've been sending up to Austin. It's averaging about 335 million a year return, where we send in 700 to a million dollars a year. And since these last five years, we -- or so we've been short, our shortage is building up to about \$1.3 billion. That's

basically what we've been shorted over the last few years, so we should be concentrating on getting this money back into San Antonio, building roads that everyone can use, and not buy into the toll road promotion that TxDOT and the RMA are promoting. We can do these roads without tolls, and we've just got to work to that end.

CHRISTY WAGENFUHR: I would like to see the complete non-tolled expressway option. I just don't want to have to pay a toll. I don't go to San Antonio that often, but I don't want to have to pay the toll to get there.

WILLIAM "DOCK" GRAY: 13502 Dutch Myrtle
78280 -- 32. Sorry. And I'd like to comment that I'm
against all tolls. I've lived in this area for more
than 50 years. I've seen what they can do. When they
first got started they broke into a sewage main on 281,
then they were halted, thankfully. But if they had just
allowed us to have what TxDOT originally recommended and
funded, which was pass-overs over 281, we wouldn't need
to be having this meeting today.

Their -- I don't know what you call it -their attempt to improve traffic with the so-called
Super Street was a fiasco, and it is today. We have
more wrecks than we had then, before that. The traffic
is marginally improved at best, and that is simply
because they finally timed the lights.

I need to travel 281 regularly, and I feel that this would hamper my capacity to travel as often as I used to or I have been because of the increased costs.

ROGER HALL: I guess my main concern is that even though they're saying here tonight that it's not been determined if it's going to be tolled or managed lanes or whatever, the MPO plan does say it's going to be toll and managed lanes, so my main concern is that they're not presenting the full picture to the public when that has been determined by the MPO plan, so I guess on the record I'm officially opposed to any kind of toll component in any of the improvements.

And reasons for that would be the toll rates that are going to be just astronomically high, even 50 cents a mile, the tolls will never come off; we've already got that on the record, that the RMA has said it will not go off, it will be in perpetuity.

Also, the contracts with the tolling will prohibit any kind of expansion of the surrounding routes, and I'm opposed to all that, so, basically, the solutions are taking existing right-of-way and existing lanes and converting them to a toll component, and that's what I'm opposed -- against.

If you were taking the tolling out of the whole picture I would be in favor of the expressway at grade level, that plan, but, again, because it has the toll components, I'm not in favor even of that one.

RALPH CHAVEZ: My name is Ralph Chavez, and I want to vote for the non -- complete non-tolled expressway option. I want to leave this as a record of me voting for this, and I am opposed to toll roads.

I'm against toll roads in VIKI TAYLOR: any form or fashion and I believe that's how they should vote, because, you know, we need to pay for our roads and not be, you know, on toll roads, because it's a debt that will never be paid off and it could lead to our roads being sold to a foreign country or -- I would ask that they would vote that way. Also, toll roads can lead to fraud.

KEN PILAND: The proposed cut-through between Evans Road and Encino on the northbound side is going to close off entrances to those shopping centers, that when you turn -- when you're going northbound and you turn right on Encino, there's no provision today and there's no provision on the proposed map to allow a left-hand turn onto that access road to get over into those shopping areas.

The gentleman who was manning the table did not know why or did not have the answer to the questions, if it was going to be done or not.

RYLE BEKKERUS: I just wanted to say I live in Iron Mountain Ranch, which is right off of Sonterra, but I can see the overpass from 281/1604, the new overpasses that they put up and -- I can see it. Visually, it's kind of pleasing to see, but I can also hear the traffic from there. It's not real loud, but if there's an additional -- yeah, there's not as much traffic on there as there will be on 281, so I'm concerned about the sound. If there's an elevated road put over 281, then I'm concerned about the noise traveling to my neighborhood, because I can hear it from the overpass they made at that intersection of 281.

JOHN TEDOR: Looking at the three alternatives in the EIS being no-build, expressway, and elevated expressway, I don't think it makes any sense to even consider the elevated expressway. I mean, it costs \$200 million more. And what do we get for that? Essentially, nothing.

So between the elevated expressway and the regular expressway, I think there's no question that the normal ground level expressway with overpasses, whatever, makes more sense, but also I think that the no-build alternative should be considered with the addition of extra lanes of traffic, extra through-lanes, because right now the biggest bottlenecks -- even with the Super Street the biggest bottlenecks are where 281 narrows down from four lanes to three and then three lanes to two. You get huge traffic back ups and bottlenecks at each of those narrow-downs, so if you just had four lanes of through traffic all the way, even with the lights and the grade crossings it would be -- would do a whole lot to reduce the congestion.

No matter what, I don't want a toll road.

No-build is better than a toll road.

KEN PILAND: On the elevated and the non-elevated version, there is a site designated as VIA's transit station that is in Stone Oak. And that is not a confirmed, approved deal and situation, and I don't think it ought to be put on there until they know that they're definitely going to get it, because I have knowledge to know that it's not a definite.

VIKI TAYLOR: I live off of 1604 and 281. They need to get rid of the toll road plan because it is a waste of space, waste of land, and use that for our roads instead.

MONICA ELLIS: My concern is that the taxpayers are carrying a heavy burden. The government system is unstable, gas prices are high, outrageous, why are we subject to this extra burden; and at least give us some kind of alternative. You're saying we're going to have foreign backers. Who are they? At least make things transparent to us. I just want to know what's going on. I like the neighborhood, I like the environment. Just keep us informed.

CRISTIN HINES: The option that I would choose for 281 -- any part of 281 is a complete non-tolled expressway option, and I'll leave it at that. My zip code is 78230.

KURTIS PICKETT: We've been talking about the issue of transportation on 281 for years. know what genius thought that they could put in unregulated, unsynchronized stop signs -- stoplights, five in a row, and expect traffic to flow through properly. Politicians in the toll are told repeatedly that San Antonio doesn't want tolls. Nobody wants to pay a toll in perpetuity, which is what's planned here. They've had the money and -- TxDOT has had the money for years to take care of this issue; instead, the politicians decide that they want to have a designed build concept where they tell someone to build a new road rather than having a low cost bid process where they provide engineering data. The process here is now, basically, an architect's dream, an expense that's unneeded. The only thing that 281 needs is extra lanes with overpasses and access roads.

any money, but they also don't address the problems like diverting all the gas tax revenue, all the auto sales tax revenue, and registration fee revenue that they get into the state coffers and then they spend it on something else, so all of a sudden they don't have any money and we should buy a road on a credit card.

I guess that's it, other than the only

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     option that I'm willing to support is the complete
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RON SCHUMACHER: No tolls. I want a complete non-tolled expressway option all the way from 1604 to Cibolo Creek.

alternative. I want them to complete the non-tolled expressway option. I am against public/private partnerships. I'm against comprehensive development agreements. I am against managed lanes. I am against using our gas tax dollars to build toll roads. I'm against tolling into perpetuity, and I want them to build the -- and complete the non-tolled expressway option.

MARGIE ZUMBEHL: First, I'm opposed to toll roads with toll tags. We have been travelers in other cities and found toll roads with toll tags very confusing and intimidating. Houston is one example, Denver is another.

Second, the plan should not look only at northern San Antonio neighborhoods, but also at the use of 281 by others. Going north, Highway 281 leads to several state parks, as well as Johnson City and the LBJ Ranch. A toll road will affect this travel to not only San Antonio residents, but tourists.

For people living north of San Antonio who would drive south on 281 to visit or shop in San Antonio, they will certainly think again if 281 is a toll road. Also, commercial traffic using 281 would be impacted by increased cost of tolls or their need to change routes.

Third, many people here tonight know of the traffic congestion on northern 281. The many businesses north of 1604, along 281, will feel a negative impact by any construction, and even more long-term negative impact if 281 becomes a toll road.

Fourth, the information presented by groups opposed to the 281 toll road idea points out several concerns; one is changing a freeway paid for by

taxes into a toll road to collect another tax; another concern is the plan for toll status to continue forever, rather than to address a specific project payback.

While I personally avoid northern 281 because of the congestion, I feel that a toll road would not be advantageous at this time, so I would be opposed to a toll road. Thank you.

SUMMERGLEN COMMUNITY RESIDENT: I want to comment that I've been well informed by the attendants on the projects and I'm very much for the expressway alternative because of the time frame to build it, the price on it, and the impact on the real estate of the area will be more convenient for the people that live next to this area, including myself, and after living here for seven years, I think that would be the best choice of the two. And the outlook, because it will look -- it is -- this area is familiar, it's residential. If they do the elevated expressway it will take away from the overall look of the area, it will look too city-like, and we don't want that. Plus, the noise will be very disturbing because, being as high as it is, the trees that we have at our homes, which are not that tall, will not buffer that noise and we'll still be exposed to it. And we already have stress enough as life is, and we don't need any more noise.

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1 STATE OF TEXAS)

COUNTY OF BEXAR

COURT REPORTER'S CERTIFICATE

I, BECKY PETTYJOHN, Certified Shorthand Reporter in and for the State of Texas, hereby certify that I was employed to and did report in shorthand the verbal comments in the matter entitled "LOOP 1604 EIS PUBLIC SCOPING MEETING" on JUNE 20, 2013, and that the foregoing pages of transcription were prepared under my direction and contain and constitute a full, true and correct transcript of my shorthand notes taken at said time and place and reflect, to the best of my skill and ability, an accurate record of the subject proceedings, and that an original and one copy only hereof have been prepared at the direction and for the transmission to JERRI ANDERSON, President, COMMUNITY AWARENESS SERVICES, 4544 Post Oak Place, Suite 224, Houston, Texas 77027.

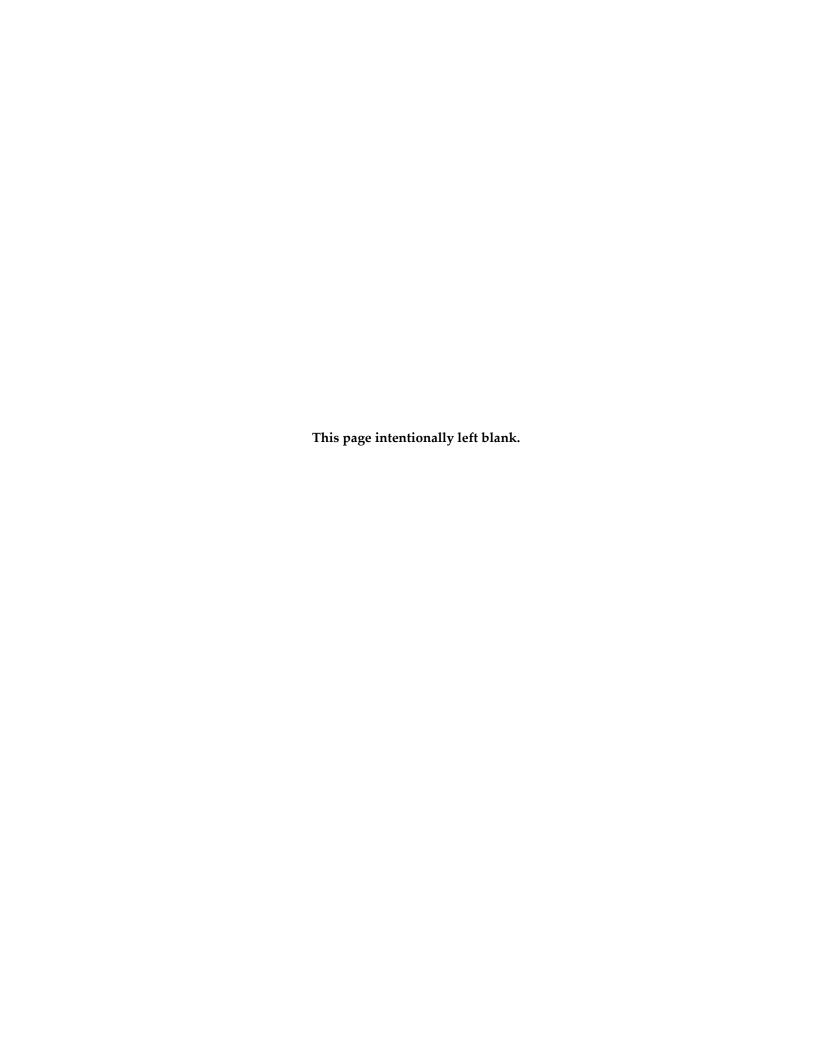
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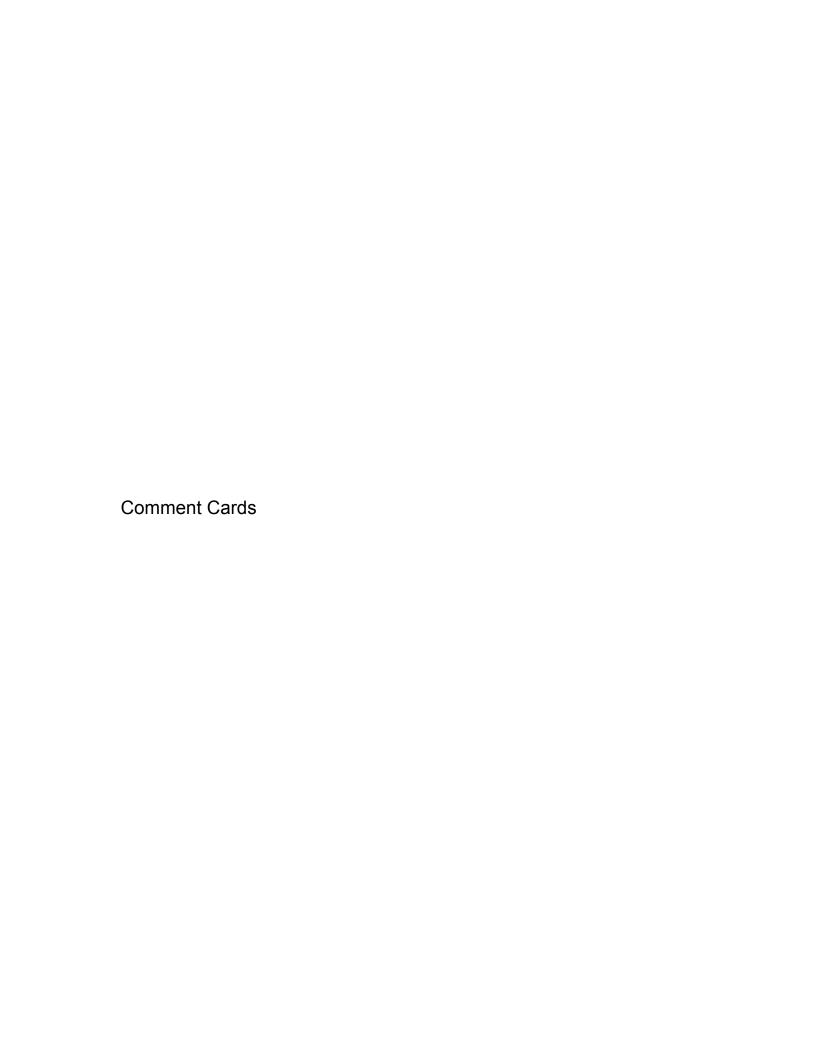
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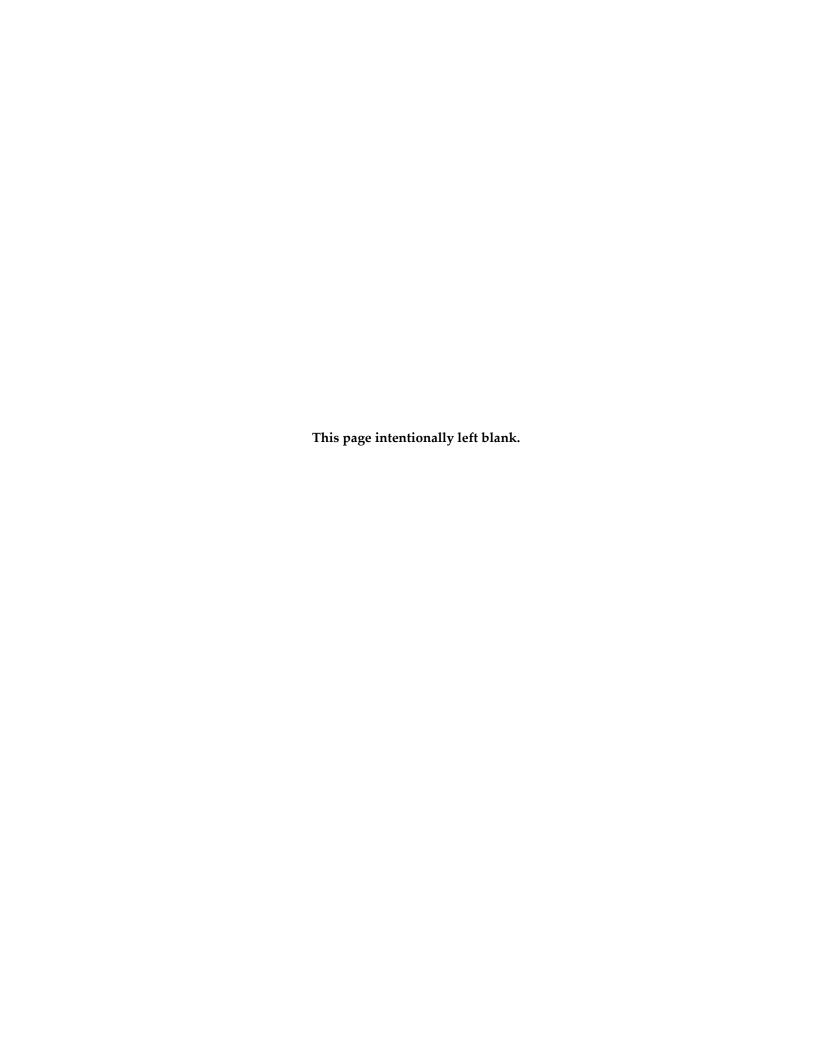
BECKY PETTYJOHN, CSR #3521 Expiration: 12/31/14

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APPENDIX I – PUBLIC COMN	ΛΕΝΤS (WRITTEN)	















US 281 Draft Environmental Impact Statement Loop 1604 to Borgfeld Drive Public Hearing - June 20, 2013 COMMENTS

Thank you for attending tonight's public hearing. Please utilize this form if you would like to provide written comments on this project. You may drop the completed form in the comment box tonight, send by email at <u>US281EIS@AlamoRMA.org</u> or send by mail to:

Texas Department of Transportation - Environmental Affairs Division
Attn: Vicki Crnich
125 E. 11th Street
Austin, TX 78701-2483
I HAVE A GREAT DISDAIN FOR TOLL ROADS BECAUSE
 I VIEW THEM AS DOUBLE TAXATION. I
VIEW TOLL ROADS MUCH LIKE I RO
PIC-5 AND THAT IS YOU CAN PUT MAKE UP
AND LIPSTICK ON A PIG BUT AT THE
END OF THE DAY AT'S STILL A
PIG.
NAME: GEORGE ALEJOS
ADDRESS: 9811 RAMBLIN RIVER DR
PHONE: (2/0) 825-6200
EMAIL: 92/ejo 5@ 32 tx. M. COM
DEADLINE for Comments: Monday, July 1, 2013
Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:
\square I am employed by TxDOT.
☐ I do business with TxDOT.
☐ I could benefit monetarily from the project or other item about which I am commenting.

Public Hearing
June 20, 2013
Please visit us at www.411on281.com/US281EIS

Comment 2

comment card

Plase NO Elevation!!!

Provide Longer, Higher
Sound Walls

@ Big Spaining!

comment comment card

Please!!

Mo elevated road - peop the cars on the ground at least!









US 281 Draft Environmental Impact Statement Loop 1604 to Borgfeld Drive Public Hearing - June 20, 2013 COMMENTS

Thank you for attending tonight's public hearing. Please utilize this form if you would like to provide written comments on this project. You may drop the completed form in the comment box tonight, send by email at <u>US281EIS@AlamoRMA.org</u> or send by mail to:

Texas Department of Transportation – Environmental Affairs Division
Attn: Vicki Crnich
125 E. 11th Street
Austin, TX 78701-2483
THE 45 281 PROJECT SHOULD BE BUILT COMPLETELY WITHOUT
TOLLS. I AM IN GAVOR OF THE COMPLETED NON TOLL
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GIVEN TO ANY HOW LANGS OR SEPARATE LANGS OF
THE EXPRESSIMAY, I AM IN FAVOR OR THE COMPLETE
GROUND PLANNED NON TOLL EXPRESSIVAY, NO TOLLS
NO TAXES. TOLL ROADS FORCE PEOPLE OFF THE EXPRESSIVAY.
I AM OPPOSED TO ALL TOLL RUADS INCLUDING US 281.
NAME: RANDAL A, BECKER
ADDRESS: 10619 LARCH GROVE COUNT HELDTES TX 78023
PHONE: 219 498 4679
EMAIL: texbex & ad, con
DEADLINE for Comments: Monday, July 1, 2013
Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:

- \square I am employed by TxDOT.
- ☐ I do business with TxDOT.
- ☐ I could benefit monetarily from the project or other item about which I am commenting.









Thank you for attending tonight's public hearing. Please utilize this form if you would like to provide written comments on this project. You may drop the completed form in the comment box tonight, send by email at <u>US281EIS@AlamoRMA.org</u> or send by mail to:

Texas Department of Transportation - Environmental Affairs Division

Attn: Vicki Crnich
125 E. 11th Street
Austin, TX 78701-2483 /5 there data an nevious der Pascal
eg Bardera Rd, dwnth SA, Aust IN Etc.
my concern with an elevated Road is Noise impact and
I am interested in the best solution for
businesses and home owners
NAME: Kyle Bekkurs
ADDRESS: 911 Classen Pass
PHONE:
EMAIL:
DEADLINE for Comments: Monday, July 1, 2013
Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:
☐ I am employed by TxDOT.
☐ I do business with TxDOT.
I could benefit monetarily from the project or other item about which I am commenting.









Texas Department of Transportation - Environmental Affairs Division
Attn: Vicki Crnich
125 E. 11th Street
Austin, TX 78701-2483
E15 STUDY FAILS TO SAY A TOLL WAY WOULD
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GET TEXPOT GOING. TIMED OF AMAWHO
HAS SPACES AND NEUTERED TEX DOT TO
LONG
NAME: PERA BENISON
ADDRESS: 1042 FLAGSTONS DE SATX 78260
PHONE: 210/422 8286
EMAIL: DEGALE BENSON Q SECGLOBAC NET
DEADLINE for Comments: Monday, July 1, 2013
Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:
☐ I am employed by TxDOT.
☐ I do business with TxDOT.
☐ I could benefit monetarily from the project or other item about which I am commenting.









lexas Department of Transportation – Environmental Affairs Division
Attn: Vicki Crnich
125 E. 11th Street
Austin, TX 78701-2483
Support build alternatives - specifically
the "expression alternative" (not elevated)
NAME: Steve Bonnette
NAIVIE: 19 EVE & JOHNETTE
ADDRESS: ZZ7 Poluff Hollow
PHONE: 210-414-69220
EMAIL: KSb314@satx.W.com
DEADLINE for Comments: Monday, July 1, 2013
Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:
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I do business with TxDOT.
I could benefit monetarily from the project or other item about which I am commenting.









texas Department of Transportation – Environmental Affairs Division
Attn: Vicki Crnich
125 E. 11th Street
Austin, TX 78701-2483
of the project. Please make sure it is a minimum
of 12ft, wide or larger. Would be great if this
ovas separted between bikes & pedestrons.
Morrows
NAME: Sarah Boyd
ADDRESS: Ull Broadway San Antonio, tx 78209
PHONE: (210) 867-4818
EMAIL: Sboyd 1 a Satsd, Net
DEADLINE for Comments: Monday, July 1, 2013
Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:
☐ I am employed by TxDOT.
☐ I do business with TxDOT.
☐ I could benefit monetarily from the project or other item about which I am commenting.









Thank you for attending tonight's public hearing. Please utilize this form if you would like to provide written comments on this project. You may drop the completed form in the comment box tonight, send by email at <u>US281EIS@AlamoRMA.org</u> or send by mail to:

reads Department of Transportation - Environmental Affairs Division
Attn: Vicki Crnich
125 E. 11th Street
Austin, TX 78701-2483
We do not need toll Roads of you look
at what has occured box other states which as California
the adding Buss lines and bycelle Times
imperd traffic and are a waste of money.
281 needs over passes and more lanes, we
have said for the loads and the tay money has
been used for other expenses in stead of the
Heghways on 1
NAME JUSTEN /C/ Main
ADDRESS: 24182 Blanco Rd
PHONE: 21042/1621
EMAIL: grbraudesbeglobal, net
DEADLINE for Comments: Monday, July 1, 2013
Texas Transportation Code, §201.81 (a)(5): Check each of the following boxes that apply to you:
I am employed by TxDeft.
I do business with Txpot.
I could benefit monetarily from the project or other item about which I am commenting









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Texas Department of Transportation - Environmental Affairs Division
Attn: Vicki Crnich
125 E. 11th Street
Austin, TX 78701-2483
My vote is for the Complete Non-Toll
Expression option.
Huy 281 is our only into San Antonio.
we have two elderly mothers and have
to travel Huy 281 very often we have live
in Bulverde 25 years and are appalled"
that TX bot Is even ronsidering tolling our
CK.
NAME: Barbara Brigance
ADDRESS: 31017 Schting Sun Bulverde
PHONE:
EMAIL:
DEADLINE for Comments: Monday, July 1, 2013
Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you: I am employed by TxDOT.
☐ I do business with TxDOT.

Public Hearing
June 20, 2013
Please visit us at www.411on281.com/US281EIS









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Texas Department of Transportation - Environmental Affairs Division
Attn: Vicki Crnich
125 E. 11th Street
Austin, TX 78701-2483
any part of US 281.
NAME: Richa-d Buitvan
ADDRESS: 13030 Blanco Road # 320
PHONE: (210) 255-8987
EMAIL: rickbui @ satx. vr. com
DEADLINE for Comments: Monday, July 1, 2013
Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:
☐ I am employed by TxDOT.
☐ I do business with TxDOT.
☐ I could benefit monetarily from the project or other item about which I am commenting.









	Texas Department of Transportation – Environmental Affairs Division Attn: Vicki Crnich	
	125 E. 11th Street	
	Austin, TX 78701-2483	
		5 P 3 W
	THE COMPLETE NON-TOLL	FARRING.
	OFTION AND SOLUTION.	/
*		
	OPTION IS UNACCEPTABLE DU	E. TO
	HIGH COST TO CET ON	76LC 2040
	A TOLL ROAD DISCRIMINATES	AGAINIT
	Lon Socia - Famini Cine	B
Emortes CES	TORGE MANE NR CON ALTERNAT,	BUILLESS, RESIDEN
	ADDRESS: 246 MURNINGSIDE DR	
P	PHONE: 826-5930	
Е	EMAIL:	
	DEADLINE for Comments: Monday, July 1, 2013	
T	Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply I am employed by TxDOT.	to you:
	I do business with TxDOT.	
	I could benefit monetarily from the project or other item about which I am commenting	









Texas Department of Transportation – Environmental Affairs Division
Attn: Vicki Crnich
125 E. 11th Street
Austin, TX 78701-2483
The hearing was informative. I was educated by
looth sides. The After Learing the testimony. I do not
want toll roads, I would like to see the " DON TOLL
Expression of Dr seems to me the my people
in favor of fall roads are the Chamber of Commerce people
and agencies. I felt their argument was areak and they did not have the support they claimed.
NAME: MARK DOPAZIO
ADDRESS: 143 N. TOWER 52-78232
PHONE: 210-495-3944
EMAIL: manka doraza enterprises com
DEADLINE for Comments: Monday, July 1, 2013
Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:
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☐ I do business with TxDOT.
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Texas Department of Transportation - Environmental Affairs Division
Attn: Vicki Crnich
125 E. 11th Street
Austin, TX 78701-2483
I support this project w/ or w/out tolls. I profer the at grack afternative.
One concern, the SB traffic from Overlook Phuy should receive priority at the Summer Glen intersection. The NB traffic from Summer Glen sound be UNO controlled
NAME: Adam Ellis
ADDRESS: 1022 Iron Mesa
PHONE:
EMAIL: ammles @ yahoo cam
DEADLINE for Comments: Monday, July 1, 2013
Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you: I am employed by TxDOT. I do business with TxDOT.









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Texas Department of Transportation – Environmental Affairs Division
Attn: Vicki Crnich
125 E. 11th Street
Austin, TX 78701-2483
Mesteria was well alamos dis fortunitly
po Pulho Elected officios Attended
Continual Good & zoners, In The
full & miles to protect terith safety
and Weldere of Ricadente
Tall reads are only ressonable of
The collecte Tolk and I was more to
funding free Rosse
NAME: DESMESTA
ADDRESS: 2250 Estata GAR DV
PHONE:
EMAIL:
DEADLINE for Comments: Monday, July 1, 2013
Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:
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Public Hearing
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box tonight, send by email at <u>US281EIS@AlamoRMA.org</u> or send by mail to:
Texas Department of Transportation – Environmental Affairs Division Attn: Vicki Crnich 125 E. 11th Street Austin, TX 78701-2483 T KNOW YOU CAN'T BE TOTAL I DIOTS.
QUIT LOOKING AT TOLL ROADS AND START
MAKING A REGULAR FUND FOR ROADS AND
INFRASTRUCTURE. GOOD ROADS FOR TEXAS LEAGUE
MADE OUR ROADS THE BEST IN THE NATION.
POLITICANS HAVE SUBJERTED EVERYTHING FOR THEIR OWN PURPOSE. START REPRESENTING THE
NAME: MICHAEL S. GABEL ADDRESS: 24378 BCANCO DD. 78260
PHONE: 210 - 497 - 8430
EMAIL: M.CHARZ. CHBELLOUS. AF, M.C
DEADLINE for Comments: Monday, July 1, 2013
Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:
☐ I do business with TxDOT.
☐ I could benefit monetarily from the project or other item about which I am commenting.



PEOPLE INSTEAD OF YOUR OWN SPECIAL FUTREST

DO THE BRIDGES AS WE SHOULD HAVE DONE

IN THE BEGINNING!

NO TOLL ROAD WITHOUT A DEFINITE END DATE!









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Texas Department of Transportation - Environmental Affairs Division
Attn: Vicki Crnich
125 E. 11th Street
Austin, TX 78701-2483
Businessess on The SW quadrant of 16042281 have seen
their receipt go down about 40% since the ramps have
Businessess on the SW quadrant of 16042281 have seen their receipt go down about 40% since the ramps have opened. This also devaluates commercial property values
when either an elevated or a toll road goes in. Commercial businesses and land will pay less taxes.
Commercial businesses and land will pay less taxes.
NAME: JENGE GAYCIA
NAME: JENGE GAYCIA
· · · · · · · · · · · · · · · · · · ·
ADDRESS:
ADDRESS:
ADDRESS:
PHONE: 210 - 843 - 5050 EMAIL: DEADLINE for Comments: Monday, July 1, 2013 Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you: I am employed by TxDOT.
PHONE: 210-843-5050 EMAIL: DEADLINE for Comments: Monday, July 1, 2013 Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:









Texas Department of Transportation – Environmental Affairs Division Attn: Vicki Crnich 125 E. 11th Street
Austin, TX 78701-2483
The Usiginal I lan which was fully tunded by
The Original Plan which was fully funded by 2001, was to buil overpasses, no toll rands.
This was the least expensive alternative but the
funds were "diverted" to other projects.
So WHY, WHY WHY has that not been considered
as an alternative?
NAME: Josque Garcia
ADDRESS:
PHONE:
EMAIL: espenolTG@ hetmail-com
DEADLINE for Comments: Monday, July 1, 2013
Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:
☐ I am employed by TxDOT.









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Texas Department of Transportation - Environmental Affairs Division
Attn: Vicki Crnich
125 E. 11th Street
Austin, TX 78701-2483
Ease congestion by extending Encino Commons
through to Encino Rio which will help the huge
Post Office trucks too. Also any tolled option will
NOT be welcome or accepted by this community. Prepare
for protests and huge voter turnout to oust any
public officials who are protoll.
NAME: Marilyn Garaa
ADDRESS: 22123 Impala Peak
PHONE: 210-497-8476
EMAIL: Maarciatx @ hetscape, net
DEADLINE for Comments: Monday, July 1, 2013
Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:
I am employed by TxDOT.
I do business with TxDOT.
I could benefit monetarily from the project or other item about which I am commenting.



Attn: Vicki Crnich 125 E. 11th Street







US 281 Draft Environmental Impact Statement Loop 1604 to Borgfeld Drive Public Hearing - June 20, 2013 COMMENTS

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Texas Department of Transportation – Environmental Affairs Division

Austin, TX 78701-2483

- Support the Complete Non-Toll Expressive;
Option

- Lower the grade to Reduce Noise

Fight for more money Sent to the State

from Gas tax

NAME: James Grace JR

ADDRESS: 16306 Chuck wagen

PHONE: 210) 148-455-8001

EMAIL: Kgrace 1030 Satx, Mr. Com

DEADLINE for Comments: Monday, July 1, 2013

Texas Transportation Code, \$201.811(a)(5): Check each of the following boxes that apply to you:

1 Ido business with TxDOT.

1 I could benefit monetarily from the project or other item about which I am commenting.

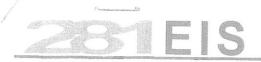








Texas Department of Transportation - Environmental Affairs Division
Attn: Vicki Crnich
125 E. 11th Street
Austin, TX 78701-2483 No TOLL Roads
NAME: W. S. Gray ADDRESS: 13504 Dutch Myrtle
ADDRESS: 13504 Dutch Myrtle
PHONE: 210-494-4335
EMAIL: Slavouredcot @ ama, com
DEADLINE for Comments: Monday, July 1, 2013
Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:
am employed by TxDOT.
☐ I do business with TxDOT.
☐ I could benefit monetarily from the project or other item about which I am commenting.
N laura









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Texas Department of Transportation - Environmental Affairs Division
Atn: Vicki Crnich
125 E. 11th Street
Austin, TX 78701-2483
Damcomplotofugpppppl to Toll Brown
It is double tolk attand we already
paid my part of 281 through my to 162
land al ho not went to Mano to
Read on saying and and continue sawing
Latres & alm de cader saeving son I tillo
roads fover passes de well
NAME: Skail Skinell
ADDRESS: 136 Ogle Tigel
PHONE: 210-373-7946
EMAIL: gailgrisell@shcglobalinet
DEADLINE for Comments: Monday, July 1, 2013
Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:
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☐ I do business with TxDOT.
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Texas Department of Transportation - Environmental Affairs Division
Attn: Vicki Crnich
125 E. 11th Street
Austin, TX 78701-2483
I'm absolutely opposed to both alternatives of the toll projects.
of the toll projects.
NAME: Ronald Grisell ADDRESS: 136 vale Trail Thin Sisters 78070
ADDRESS: 136 Oak Trail Thin Sisters 78070
PHONE:
EMAIL: gas gailgrisell@shcglobal.net
DEADLINE for Comments: Monday, July 1, 2013
Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:
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☐ I do business with TxDOT.
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Attn: Vicki Crnich 125 E. 11th Street







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Texas Department of Transportation - Environmental Affairs Division

Austin, TX 78701-2483	
Need "Complete - NON TOLL EXPRESSWA	H OPTION
NAME: Nancy Guinn	
ADDRESS:	
PHONE:	
PHONE:	
DEADLINE for Comments: Monday, July 1, 2013	
Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply	to you:
☐ I am employed by TxDOT.	
☐ I do business with TxDOT.	

Public Hearing
June 20, 2013
Please visit us at www.411on281.com/US281EIS









Texas Department of Transportation - Environmental Affairs Division
Attn: Vicki Crnich
125 E. 11th Street
Austin, TX 78701-2483 SEE COMMENIS ON BACK
FIRST ISSUE COMMENT TIME NEEDS TO BE LONGER
SECOND ISSUE - NOTOLI ROAD FOR SAN ANTONIO AND
BEXAN COUNTY-TOlls ROADS DO NOT Pay FOR THEM SEL
THIRD-TAX PAYERS FOOT BILL WHEN PROTECT FALLS ON
DO NOT GENERATE REVENUE FOR PAYMENT OF DEBT.
4TH ISSUE PUT ITTO VOTE OF ALL COUNTY + SA ANEA
51H WE EAN BUILD ROADS WITH STATES FEDERAL FUNDS
control Toll FUND NOBECAUE WE PLATADY HAVE
NAME: A) HANAK
ADDRESS: 21538 PEARL SPRING SAN ANTONIO, TX 78258
PHONE:
EMAIL: NONE
DEADLINE for Comments: Monday, July 1, 2013
Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:
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☐ I do business with TxDOT.
☐ I could benefit monetarily from the project or other item about which I am commenting

LISTEN TO VOTERY TAX PAYERS - NOT JUST BUSINESS OWNERS WHO HAVE NO INTEREST IN ALL INDIVIDUALS LIVING IN COUNTY - THEY CAN PAGE COSTS ON TO EVERYONE SO THEY SHOW HETT NO MERCY TO THOSE LIVING ON FIXED INCOMES, POORY THOSE WITHOUT JOBS,

Also WE NEED LEADERS WHO LISTED TO WHAT IS SAID BY All RATHER THEN YES MENT WOMENTO SPECIAL INTEREST GROUPS.

YOU WANT TO STOP GROWTH - JUST ADD TO !! ROAD
TO SA AND PREA, BUSINESS WILL MOVE TO
CITIES + COUNTY ANDA'S WITHOUT TO!! ROADS.

WE CAN USE OUR TAX DOLLARS BETTEX IF
WE DON'T GIVE MONEY TO BIG FIRM THAT
SAY WE WILL PROVIDE XXX MENUMBEN OF TORS
AND DON'T. THEY GO BONK PUNTY OR RAY NO
TAXES AND GUESS WHO GETS STOPICK
UP THE DEBT. - TAX PAYERS OF COUNTY









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Texas Department of Transportation - Environmental Affairs Division
Attn: Vicki Crnich
125 E. 11th Street
Austin, TX 78701-2483
I am in support of enlarging 281 but an opposed to any toll
I am in support of enlarging 281 but an opposed to any toll option, It upney is an issue I suggest completing small
sections as funding is avoidable. I suggest hard bids rather
than design-build getton. Why wasn't an expansion without
folls presented as an alternative? Corrent residents have purchase
fragerty assumes no tells. Tolk are untain, creates a double-taxation and are not what the vesidents want or deserve.
faxation and are not what the vesidents want or deserve.
NAME: Leland Heywood
ADDRESS: 21125 Las Lomas Blvd; San Antonio, TX 78258
PHONE: (210) 957-1560
EMAIL: /elandheywood & grail, com
DEADLINE for Comments: Monday, July 1, 2013
Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:
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Texas Department of Transportation - Environmental Affairs Division
Attn: Vicki Crnich
125 E. 11th Street
Austin, TX 78701-2483
Complete Non Toll Expression - Operon - NO CDA's
NO PPP'S NO MANAGER Imes - NO TOH Rosals - NO
Complete Non Toll Expressiony operon - NO COA'S NO PPP'S NO Manager Imes - NO TOll Roads - NO gas tax funded toll roads - No design build
Contracts.
NAME: Byron Juen
ADDRESS: 1022/ Desert Smuds #109
PHONE: 210 349-4200
EMAIL: by ron Tuen @) Att. Net
DEADLINE for Comments: Monday, July 1, 2013
Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:
□ I am employed by TxDOT.
☐ I do business with TxDOT.

Public Hearing June 20, 2013 Please visit us at www.411on281.com/US281EIS



Attn: Vicki Crnich

☐ I do business with TxDOT.







US 281 Draft Environmental Impact Statement Loop 1604 to Borgfeld Drive Public Hearing - June 20, 2013 COMMENTS

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Texas Department of Transportation – Environmental Affairs Division

125 E. 11th Street Austin, TX 78701-2483 Twould grefer the express way alternative. I am aresident of Bis Springs and Feel the elevated option would sigificantly affect OUT neighborhood/home/Family in a nesqtive way. Thank you. NAME: Michael Keller ADDRESS: 20619 Wind Springs PHONE: 210-326-6536 EMAIL: MKeller 16 @ hot mail. com DEADLINE for Comments: Monday, July 1, 2013 Texas Transportation Code, \$201.811(a)(5): Check each of the following boxes that apply to you: I am employed by TXDOT.

Public Hearing
June 20, 2013
Please visit us at www.411on281.com/US281EIS









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Texas Department of Transportation – Environmental Affairs Division Attn: Vicki Crnich
125 E. 11th Street
Austin, TX 78701-2483
THE CURRENT TRAFFIC SITUATION ON US 291 15
COMPLETELY UNACCEPTABLE AND GETTING WORSE.
THE "SUPER STREET" CONCEPT IS A BAD JOKE
MY PREFERRED ALTERNATIVE IS THE COMPLET
NON-TOLL EXPRESSIVAY OPTION.
NAME: JOHN KETZ
ADDRESS: 3403 PECAN GAP SAN ANTONIO, TX
PHONE: (210) 490-9755
EMAIL: JPKSATX @ YAHOO, COM
DEADLINE for Comments: Monday, July 1, 2013
Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you: ☐ I am employed by TxDOT.
I do husiness with TyDOT

Public Hearing
June 20, 2013
Please visit us at www.411on281.com/US281EIS









Texas Department of Transportation - Environmental Affairs Division
Attn: Vicki Crnich
125 E. 11th Street
Austin, TX 78701-2483
IX DOT We want our "Complete NON-TOLLED
Expressway oftion" and we want it NOW!
IT seems Thuas & Dictators agreer to be in change of
TX501. ARETX DOTOFFICIONS related to
Adolph Hither? DOTX DOTOfficials worship the
deril? Hitlerdidat listen to The ones of the Jews.
And The devilores what he wants, TX DOT. Listen to us
NAME: Michael Mourer Sr-
NAME: Michael Mourer Sr. ADDRESS: POBOX 700606 San Antonio, TX 7822
PHONE:
EMAIL:
DEADLINE for Comments: Monday, July 1, 2013
Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:
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1 do business with TxDOT.
 I could benefit monetarily from the project or other item about which I am commenting.





Texas Department of Transportation – Environmental Affairs Division Attn: Vicki Crnich
125 E. 11th Street
Austin, TX 78701-2483
MY PRIMARY CONCERN IS TRAFFIC CONFESTION, IF THE TOLL BEGINS SHORT
OF MARSHAL ROAD, IT IS MY BELIEF THAT PEOPLE WILL BE INNWILLING TO PAY
A TOLL IF THEY LIVE BETWEEN MARSHAL ROAD AN BULVERDE RD. THOUSANDS OF
HOMES APTRARTMENTS ARE LOCATED IN THE AREA. TRAFFIR PROBABLY WILL BACKUP
FROM MARSHAL ROAD SOUTH ON THE FRONTAGE RD AND ONTO THE EXPRESSIVAY MUCH
LIKE IT DID AT THE 1604 OFF RAMP PRIOR TO THE INTERCHANGE BEING CONSTRUCTED
THE TOLL WILL BE THE PROBLEM - NO ONE WANTS A 4 MILE TOLL ROAD AND PAY A QUANTY OF LIFE PRICE.
NAME: _ CHARLES MCBRIDE
ADDRESS: 2215 SAWGRASS RIDGE
PHONE: (830) 438-3349
EMAIL: CMCBRIDE 4 & P. YAHOO. COM
DEADLINE for Comments: Monday, July 1, 2013
Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:
☐ I am employed by TxDOT.
☐ I do business with TxDOT.
☐ I could benefit monetarily from the project or other item about which I am commenting

COMMENT

SUGGESTED REMARKS FOR BILL MOCK
COMMENTS ON US 281 DRAFT ENVIRONMENTAL IMPACT STATEMENT
THE SAN ANTONIO SHRINE AUDITORIUM, 901 NORTH LOOP 1604 WEST, 78232
THURSDAY, JUNE 20, 2013 | BETWEEN 5:00 PM AND 9:00 PM

- Good evening, my name is Bill Mock and I am the Executive Vice President of The Greater San Antonio Chamber of Commerce. On behalf of The Chamber's nearly 2,000 business members advocating for a stronger community by propelling business success, we support construction of additional capacity improvements along the US 281 corridor from Loop 1604 to Borgfeld Drive as part of system-wide plan that will help deliver needed infrastructure, improved safety, and much needed congestion relief.
- San Antonio has the opportunity today that most cities envy. We have a diverse
 and growing economy that is anchored by strong business, community and
 elected leaders working together to create good jobs and improve our quality of
 life.
- Setting our vision on great things to come, however, will be at risk if we do not take care of the essential infrastructure.
- Traffic has increased dramatically on this section of highway as the population
 has increased. There are numerous conflict points with rural long distance
 travelers, commuters and those visiting businesses along the highway. This
 situation has resulted in numerous accidents, not to mention the feeling of being
 penalized each day by being stuck in traffic and congestion.
- None of us wake up each morning excited about building a toll road, we do,
 however, wake up each morning faced with the necessity to leave home earlier,
 leave work later, and sacrifice our time with our families and loved ones stuck in
 traffic...we need to empower our community with more choices and more
 options, instead of just sacrificing our time each day.

- More importantly, as the voice of the business community, we know that
 infrastructure is critical to economic development; and getting employees to and
 from work is a huge safety issue for employers, not to mention moving goods
 and services that keep people employed and businesses open. We know that
 places that have poor infrastructure cannot grow or sustain their businesses or
 grow jobs.
- This is why The Greater San Antonio Chamber supports options that include "Build Alternatives". We believe the No-Build Alternative should be rejected as it will not address future growth and congestion within the corridor nor will it address the safety and air quality concerns that follow.
- The Greater San Antonio Chamber of Commerce has a history of advocating for an adequate infrastructure which dates back 100 years. As the San Antonio region continues to experience record growth, the need for additional capacity of the transportation network is crucial to maintaining our economic vitality and quality of life.
- After more than so many years of studies, lawsuits, delays, and inaction, we
 believe it is imperative that we continue to invest in our transportation network
 and expedite delivery of this long-promised project in order to provide motorists
 with some measure of relief from rising congestion levels, to address air quality
 concerns, and to promote the retention and expansion of major employers.
- Thank you for allowing me to share our position, I hope you will consider our recommendations as you move forward with your deliberations.



Attn: Vicki Crnich 125 E. 11th Street







US 281 Draft Environmental Impact Statement Loop 1604 to Borgfeld Drive Public Hearing - June 20, 2013 COMMENTS

Thank you for attending tonight's public hearing. Please utilize this form if you would like to provide written comments on this project. You may drop the completed form in the comment box tonight, send by email at <u>US281EIS@AlamoRMA.org</u> or send by mail to:

Texas Department of Transportation - Environmental Affairs Division

Austin, TX 78701-2483
My potion is for non-toll roads. Makes no sense
to penalize one segment of the city to pay the what amount
to an added tax.
Also, I am disappointed in the lack of public transit
in this area. For a growing city it is pathetiz
at the lack of public transit access North of 1604
NAME: HAYLEY OLLIVERRE
ADDRESS: 3515 BENT HOLLOW
PHONE:
EMAIL: hayley-olliverre@satx.rr.com
DEADLINE for Comments: Monday, July 1, 2013
Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:
☐ I am employed by TxDOT.
☐ I do business with TxDOT.
☐ I could benefit monetarily from the project or other item about which I am commenting.









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Texas Department of Transportation - Environmental Affairs Division
Attn: Vicki Crnich
125 E. 11th Street
Austin, TX 78701-2483
I prefer the complete non-toll
expressible aption. Overpasses should
have been out in years ago as the
city continued to expand north. Should
have staved ahead of the game, now
time to chitch -up. Eliminate the rail
part and start as soon as possible.
NAME: Melinda tastierna
ADDRESS: 18115 Brookwood Fevest, SATX
PHONE:
EMAIL: mmmpatierro @ hotmail.com
DEADLINE for Comments: Monday, July 1, 2013
Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:
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☐ I do business with TxDOT.
☐ I could benefit monetarily from the project or other item about which I am commenting









Texas Department of Transportation – Environmental Affairs Division
Attn: Vicki Crnich
125 E. 11th Street
Austin, TX 78701-2483
I Am a hem be liever That arey Roads Built should be
free or non tolled. Thus, any granded lones on US 281 or
1604 That are built on TAX Payer purchased property should
be non-tolled. Our State Eaders to And local leaders
have abused Their power of Evaluations duties by misappropriating
have abused Their power of Evaluations duties by mis appropriating trophway for Jollans for too long (1983) Botton line, Build The Roads/IAnes for 281 of 1604 and Establishmen They are non-Tolled
Roads/IAnes for 281 & 1604 and Ensure They are non-Tolled
NAME: George PAVIIK
ADDRESS: 1802 BAGLE MONDOW, SAT 78240
PHONE: 210-492-7301 EMAIL: already get Rona, etc email on 1604 Road closures & progress DEADLINE for Comments Monday July 1 2013
DEADLINE for Comments: Monday, July 1, 2013
Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:
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Texas Department of Transportation - Environmental Affairs Division
Attn: Vicki Crnich
125 E. 11th Street
Austin, TX 78701-2483
Complete NON-TOLL Expressury Option
Complete NOIN TOLL EXPLESSORY OPPION
O .
We have repeatedly said that The we do NOT
want toll roads in San Antonio, There are other
ways to pay for roads and toll roads are a
burden to these who live with faround them both
financially and mobiledy-wise
NAME: LISa Payne
ADDRESS: 18202 Summer Springs San Antonio TX 78259
PHONE: 210-499-5500
EMAIL: I payne - US @ Swbell, net
DEADLINE for Comments: Monday, July 1, 2013
Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:
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☐ I do business with TxDOT.
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Attn. Vicki Crnich







US 281 Draft Environmental Impact Statement Loop 1604 to Borgfeld Drive Public Hearing - June 20, 2013 COMMENTS

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Texas Department of Transportation - Environmental Affairs Division

125 E. 11th Street
Austin, TX 78701-2483
1160011, 111 10101 2403
11/2 - 12 01 01
ND TOW Was Ylease
281- (02) 1604
NAME: Tose F Perez
NAME: Tose F Perez ADDRESS: 407 TOYAL BrOOK 5.1. TX, 78258 PHONE: 210- 971- 11-93
PHONE: 210- 971- 11-93
EMAIL:
DEADLINE for Comments: Monday, July 1, 2013
Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:
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☐ I do business with TxDOT.
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NANA







US 281 Draft Environmental Impact Statement Loop 1604 to Borgfeld Drive Public Hearing - June 20, 2013 COMMENTS

Attn: Vicki Crnich	ansportation – Environmental Affair	's Division	
1 25 E. 11th Street			
Austin, TX 78701-2483			
Austin, 12 /0/01-2403			
Contact Contac	COMPLETE NON-TOLO	L'XPRESSWAY O	10710
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			CONC.
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AND THE RESIDENCE OF THE PARTY			
			THE REAL PROPERTY.
NAME: KEN PHEC	1.195		
ADDRESS: 18222 CI	RYSTAL COVE, SA 78	25-9	
PHONE: 210 497	7491		
EMAIL: YPHELPS DO	WINEWES NET		
DEAD	LINE for Comments: Monday, Ju	ly 1, 2013	
	201.811(a)(5): Check each of the following b		
☐ I am employed by TxDOT.		PP-0	
☐ I do business with TxDOT.			
☐ I could benefit monetarily from	m the project or other item about which I am c	ommenting.	









texas Department of Transportation – Environmental Affairs Division
Attn: Vicki Crnich
125 E. 11th Street
Austin, TX 78701-2483
PLEASE BE PROUD OF THE WORK CONE TO
DATE. THIS COLLINER IS EXOLUTIVELY IMPORTANT TO
PATE. THIS COLLINER IS EXPLOYINELY IMPORTANT TO THE PRELIDENTIAL & PUSINESS ENTITIES THAT HAVE
LINEARD IN HOURS AND BUSINESS SPREES. LET'S
PRECED PORCUPAD WHAT THIS PREJECT TO PREJECT
THESE INVESTMENTS & THE QUALITY OF LIFE THE
PEGIDATURE/BUSINESS PENGONS DESTRUE
NAME: CAROY RARSA
ADDRESS: 2815 LOW CAKE ST
PHONE: 20 /481-20
EMAIL: GARGE RARA. NET
DEADLINE for Comments: Monday, July 1, 2013
Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:
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X I do business with TxDOT.
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Texas Department of Transportation - Environmental Affairs Division
Attn: Vicki Crnich
125 E. 11th Street
Austin, TX 78701-2483
VAN HAR HE PLONENT
IVE BEEN HERE FROM THE BEGING (1972) AND BEFORE
STOP THIS (RAP) AND DON'T BUILD A.
TOLL ROADS VATILL WE HAVE THE MONEY (
THIS FORM OF TAXATION IS WRONG !!
1 Save The Mars
You ARE CROOKS AND FIVE THE
NAME: JOHN RUTKOSKI
ADDRESS: 114 PASO DRL NORTE
PHONE: 210-416-7041
EMAIL: JTRSAT 2 @ FLASH. NET
DEADLINE for Comments: Monday, July 1, 2013
Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:
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☐ I do business with TxDOT.
☐ I could benefit monetarily from the project or other item about which I am commenting.
PLEASE! STOP THIS B. S. A

Public Hearing
June 20, 2013
Please visit us at www.411on281.com/US281EIS









Texas Department of Transportation – Environmental Affairs Division Attn: Vicki Crnich 125 E. 11th Street
Austin, TX 78701-2483
Medite include a multi-use path in the preterred
Otease include a multi-use path in the preferred afternature on both sites of the project corribor.
Please ensure this path is a minimum of 12' wide
per FHWA guidelines ofor high-volume multiuse paths.
Please make Sire this path is marked and separated
Der FHWA "good design" gurdelines for multi-use paths.
per FHWA "good design" guidelines for multi-use paths.
NAME: Lack Sanford
ADDRESS: 18314 Beargnes Ct. S. Antono, TX 78258
PHONE: 347 819 2794
EMAIL: jack & Gilveteros or
DEADLINE for Comments: Monday, July 1, 2013
Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:
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☐ I do business with TxDOT.
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rexas Department of Transportation – Environmental Attairs Division
Attn: Vicki Crnich
125 E. 11th Street
Austin, TX 78701-2483
· I PREFER THE BLEVATED ACTERNATIVE
& TPREFER THE MONRY WILLECTED FOR ROADS,
TO BEUSED FOR BOADS
& TOLLING SHOULD HE THE CAT ROSORT, AFTER ALL OTHERS
· I ALER GAS TAY WOLLDASE INSTORD OF TOLLING, IF
MONER GOES TO WARD THE ROAS.
· DON'T TOLL OR MAKE ME AT AGAIN BUR WHAT I HAVE ALREADY PAID POR
NAME: JANY SINCAM
ADDRESS: 9563 DW) STABUR DR
PHONE: 210 650 4197
EMAIL: batgedo chotma, le com
DEADLINE for Comments: Monday, July 1, 2013
Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:
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☐ I do business with TxDOT.
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Public Hearing June 20, 2013 Please visit us at www.411on281.com/US281EIS









rexas Department of Transportation – Environmental Affairs Division
Attn: Vicki Crnich
125 E. 11th Street
Austin, TX 78701-2483
I recommend no change to 281 (Loop1604-Borgfeld Dr. Instead, more public transportation, light rail
Instead, more public transportation, light rail
and bus service should be the alternatives
provided.) These provisions could be used
without taking more land away businesses and
residents. The plans presented by Tx DOT are too expensive and have too great an environment impact. No toll roads
are too expensive and have too areat an environ
100 THE UNITED 319
NAME: Jeanna Stephen has been left
ADDRESS: 802 Nakoosa Dr. San Antonio, Tx. 78260behind - other
PHONE: countries in
EMAIL: freethinkeris @ Yahoo.com. Asia have
Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you: efficien fly
I am employed by TxDOT.
I do business with TxDOT.
☐ I do business with TxDOT. ☐ I could benefit monetarily from the project or other item about which I am commenting.
systems.









Texas Department of Transportation – Environmental Affairs Division	
Attn: Vicki Crnich	
125 E. 11th Street	
Austin, TX 78701-2483	
Complete Non-Toll expressivaly Option!!!	
· · · · · · · · · · · · · · · · · · ·	
NAME: Megan Swiger	
ADDRESS:	
PHONE:	
EMAIL:	
DEADLINE for Comments: Monday, July 1, 2013	
Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:	
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☐ I do business with TxDOT.	
☐ I could benefit monetarily from the project or other item about which I am commenting.	









Texas Department of Transportation - Environmental Affairs Division
Attn: Vicki Crnich
125 E. 11th Street
Austin, TX 78701-2483
My opinion luote is complete non-toll
expressible option I How many
meetings does it take before the
public is heard 7 this is the sixth
meeting I have attended and I am
still being acked if I want to say
More ## each time I drive on thuy 381.
NAME: Beverly J. Uhl
ADDRESS: 3634 Crimson Star
PHONE: 830 438-3667
MAIL: MUHLEDGUTC. COM
DEADLINE for Comments: Monday, July 1, 2013
Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:
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Attn: Vicki Crnich 125 E. 11th Street







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Texas Department of Transportation - Environmental Affairs Division

Austin, TX 78701-2483
Diste for complete non Toll Expressing option.
NAME: Phillip Wagenfuhr ADDRESS: 5564 CIPCIE ORK. DR. BULVERDE, TX. 78163
PHONE: 826 738 - 2732
DEADLINE for Comments: Monday, July 1, 2013
Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you: I am employed by TxDOT. I do business with TxDOT.

Public Hearing
June 20, 2013
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 $\hfill \square$ I could benefit monetarily from the project or other item about which I am commenting.









Texas Department of Transportation - Environmental Affairs Division
Attn: Vicki Crnich
125 E. 11th Street
Austin, TX 78701-2483 (NON-EVEVATED)
OF THE TWO BUILD OPTIONS THE EXPLESS WAY ALTERNATIVE PAUVIO
FIRT THE ISEST FUNDE PRAFFIC HEADING NORTH ON 281 CUMIN
PRUM SONTH OF 1604 WITH JUST ONE ENTRANCE RAMP TO THE
LEVENTED EXPRESSIVAY AS THE REDLAND ROAD AREA THERE WILL
10 CONTINANT TO BE A BACK MP OF TRAFFIC TRYING TO BUPER THE
ELEVASED EXPRESSIVAY. THE MAJORLIPY OF PRAFFIC MINIMO NOR
ON 281 15 COMING- FROM SWATER 281 NOT EAST ALWEST 1604
NAME: ROBER P. WILLIAMS
ADDRESS: 2127 ENCINO LOOP 78259
PHONE: 210-481-2788
EMAIL: ROVERFWILL (DAOL, COM
DEADLINE for Comments: Monday, July 1, 2013
Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you: ☐ I am employed by TxDOT.
☐ I do business with TxDOT.
☐ I could benefit monetarily from the project or other item about which I am commenting.







Texas Department of Transportation – Environmental Atlairs Division
Attn: Vicki Crnich
125 E. 11th Street
Austin, TX 78701-2483
I WANT THE EXPRESSION ACTERNATIVE /VOW
I WANT THE EXPRESSIVAY ACTERNATIVE NOW \$ TOUR ROADS/LANES ARE OK with ME
NAME: V WINTER
ADDRESS: 4519 HAWthorn Woods, SANANTONIO, TX
PHONE:
EMAIL: VWINTER @ AIRMAIL. NET
DEADLINE for Comments: Monday, July 1, 2013
Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:
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